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Kelsey Media
Cudham Tithe Barn,
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Cudham,
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TN16 3AG

EDITORIAL

Editor: Jamie King
Tel: 01959 541444

Email: fastford.ed@kelsey.co.uk

Contributors: Dan Furr, Ade Brannan, Dan Williamson, Jon Cass, Matthew Dear, Midge Automotive Media

Art Editor: Mark Field

ADVERTISEMENT SALES

Advertising Manager: David Nettleship

Tel: 01733 353362

Email: david.nettleship@kelsey.co.uk

Commercial Manager: Jeff Blackmore

Email: jeff.blackmore@kelsey.co.uk

PRODUCTION

Production Supervisor: Melanie Cooper

Tel: 01733 362701

Email: kelseycopy@atgraphicsuk.com

Production Manager: Charlotte Whittaker

MANAGEMENT

Managing Director: Phil Weeden

Chief Executive: Steve Wright

Chairman: Steve Annetts

Finance Director: Joyce Parker-Sanioglu

Creative Directors: Vicky Ophield, Emma Dublin

Retail Distribution Manager: Eleanor Brown

Audience Development Manager: Andy Cotton

Subscriptions Marketing Manager: Daniel Webb

Brand Marketing Manager: Rebecca Gibson

Events Manager: Kat Chappell

Events Marketing Manager: Sarah Jackson

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13 issues of Fast Ford are published per annum

UK annual subscription price: £58.50

Europe annual subscription price: £71.99

USA annual subscription price: £71.99

Rest of World annual subscription price: £79.49

UK subscription and back issue orderline: 0845 241 5159

Overseas subscription orderline: 0044 (0) 1959 543 747

Toll free USA subscription orderline: 1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address: subs@kelsey.co.uk

Customer service and subscription postal address:

Fast Ford Customer Service Team, Kelsey Publishing Ltd,

Cudham Tithe Barn, Berry's Hill, Cudham, Kent. TN16 3AG

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www.kelseyshop.co.uk

Back Issues: 0845 873 9270

Books: 0845 450 4920

CLASSIFIEDS

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(premium rate line, operated by Kelsey Publishing Ltd. Calls cost 61p

per minute from a BT landline; other networks and mobiles may vary.

Lines open Monday-Friday, 10am-4pm)

Email: cars@kelseyclassifieds.co.uk

Postal address: Kelsey Classifieds, c/o Classified Central Media,

Central House, 4th Floor, 142 Central Street, London EC1V 8AR

Fax: 020 7216 8557

DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue,

London, EC1A 9PT

Tel: 020 7429 4000

PRINTING

William Gibbons and Sons Ltd - contact James Cook

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WELCOME TO THE SUMMER ISSUE!

“ It's officially summer! Well, this is the 'Summer' issue so it must be true!

And with the shows and events in full swing (by the time you read this *Ford Fair* will be just two weeks away!) it's fair to say we're smack bang in the middle of what is turning out to be an awesome summer for the fast Ford fan.

Talking of *Ford Fair*, be sure to check out our preview feature over on page 12 for a full rundown of what you can expect to see at this year's show. And, sticking with the shows, we've also got full reports from the recent Durham and Derbyshire RSOC annual day, RS Croft, over on page 40, and the Simply Ford event at Beaulieu on page 70.

This month also sees one of the most eagerly-awaited fast Ford project builds of recent times finally break cover - we are, of course, talking about Marc Kinsey's truly awesome Cossie-powered, JWRC-kitted, 4x4 Fiesta Mk6. After six long years (and several thousand pounds!) this amazing

machine finally announces its arrival to the fast Ford scene, taking a well deserved spot on the cover of this issue.

That's not the only Cossie-converted car in the issue either - check out Roxy White's daily-driven YB-powered, 4x4, Sierra three-door too!

But what if you like your fast Fords a

little more original? Well don't panic, we've got you covered too. Ryan Taylor's 'less is more' approach to modding has seen his Focus treated to some subtle OEM-plus styling tweaks, which when coupled with a 340bhp engine upgrade results in a properly sorted ST.

It's a similar story with Charlie Tomlin's stunning S1 RS Turbo - with a few choice visual upgrades but plenty of power in the shape of a 1.9-litre CVH kicking out over 220bhp!

We even offer money-saving advice this month too - check out our insurance friendly fast Fords over on page 82.

So, grab a cuppa, have a read, and make the most of the summer while it's here! Enjoy the mag!

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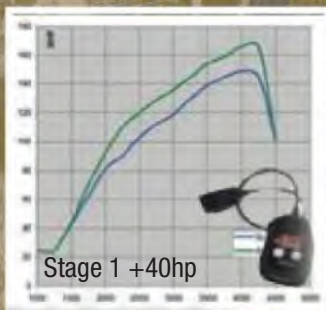
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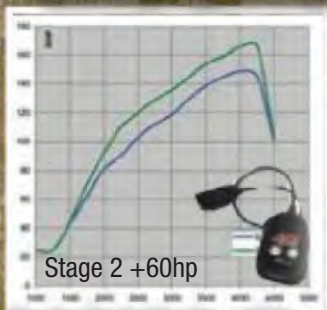
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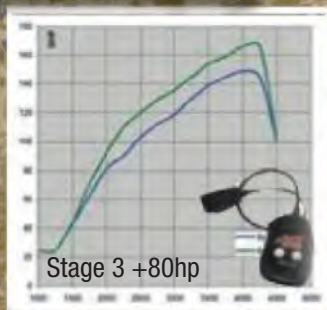
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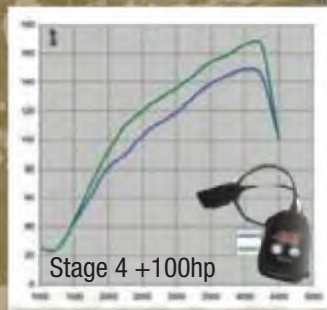
Requires Handset & software



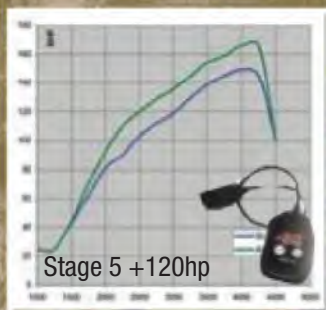
Requires Handset & software, Turbo back exhaust, Intercooler



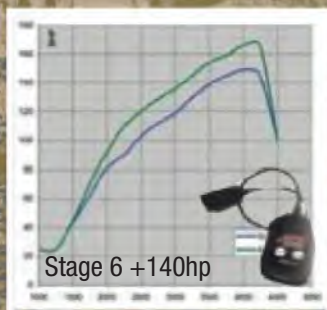
Requires Handset & software, Turbo back exhaust, Intercooler, 550cc injectors, Intake Kit



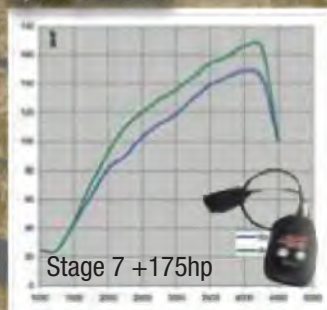
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit



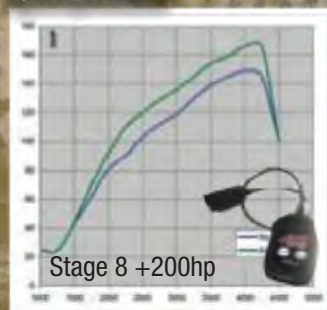
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump, Hybrid Turbo



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump, Hybrid Turbo, Forged Internals, Camshafts



Requires Handset & Live mapped software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold kit, Hi Pressure & Hi Flow Fuel Pump, GT Turbo Kit, Forged Internals, Camshafts

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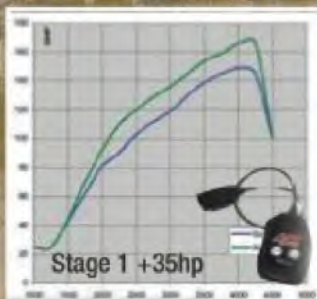
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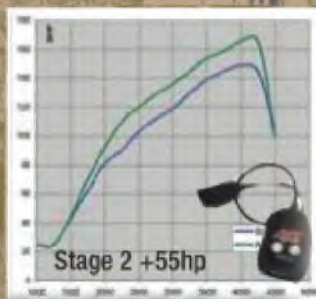
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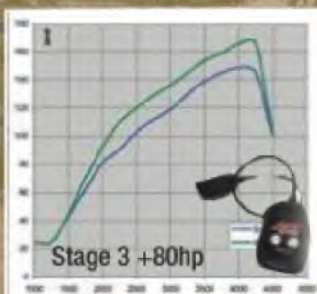
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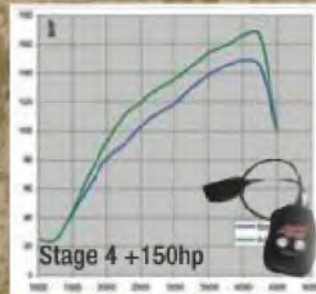
Requires Handset & software



Requires Handset & software, Turbo back exhaust, Panel Filter



Requires Handset & software, Turbo back exhaust, Intake Kit, Intercooler



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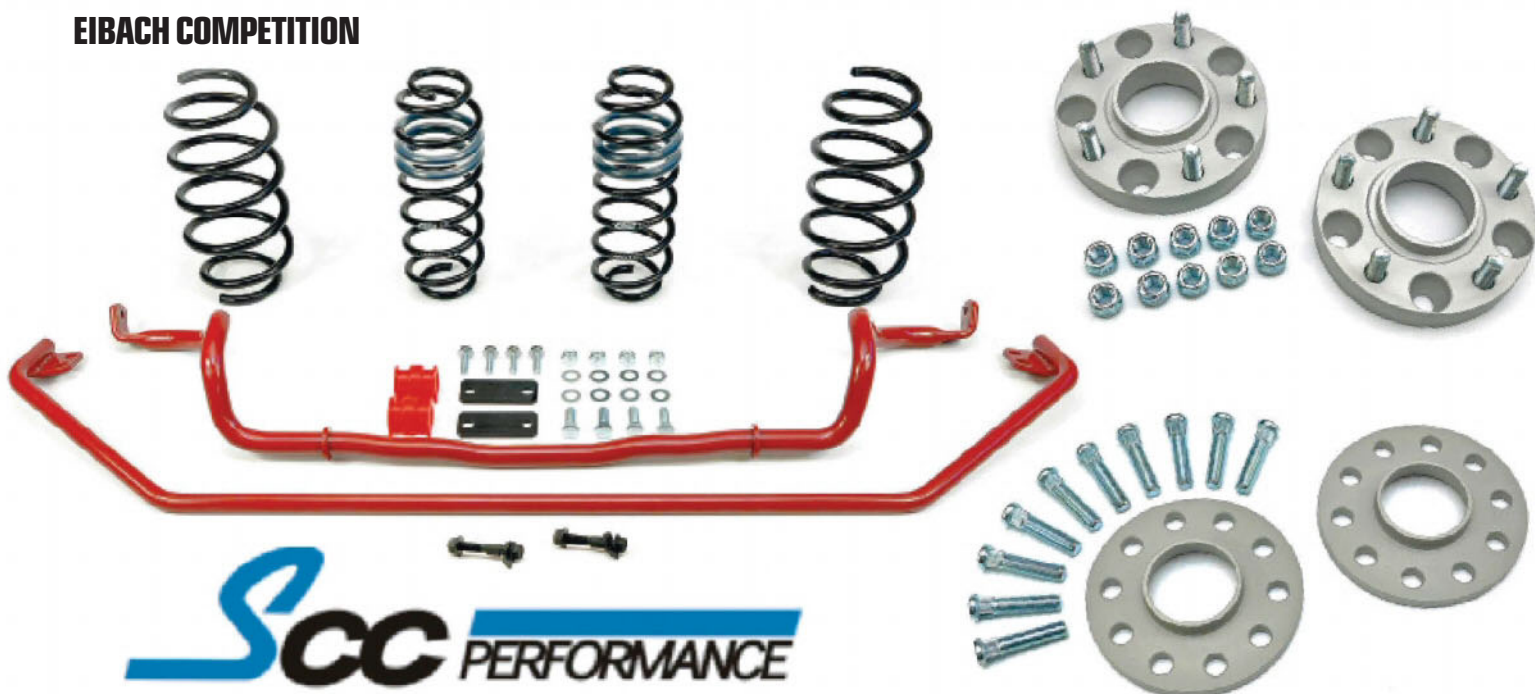
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Tempted? Then head over to the Eibach website (www.eibach.com) to check out all the goodies available and see what you would choose if you were the lucky winner – it might also be a good place to look for the answer to a certain question – hint, hint!

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2015

The biggest Blue Oval show of the year is approaching, and here's what you can expect to find at *Ford Fair 2015*...

SHOW AND SHINE

The Show and Shine competition brings together the best examples of the UK's fast Fords. Whether it's an immaculate show car, a modified daily driver, or a highly-strung track weapon, these mighty Blue Ovals are guaranteed to impress!

Over the past few months you have been sending the show organisers photos of your fast Fords, putting them forward for the *Show and Shine* contest. Well, they have looked at them all, given them some serious consideration, and have narrowed down all the entries to a shortlist of just 20 cars. These 20 will battle it out on show day for the coveted award of *Show and Shine* winner.



A shortlist of 20 cars will fight to be crowned *Show and Shine* winner



The concours cars are always impressive!

CONCOURS

The concours competitions have always been a big part of *Ford Fair*, and this year is no different. In fact, 2015 is expected to see even more entrants than ever before, with the return of the novice category for those new to concours competitions as well as the introduction of an all-new class for 2015 – concours vans!

If you're not familiar with concours, it's pretty simple – the best-presented car wins!



You too could be on track at Ford Fair 2015...

PUBLIC TRACK TIME

Adrenaline-filled track action has always been a big part of *Ford Fair*, so it's no surprise to learn that the Silverstone circuit will be in full swing once again in 2015. Show-goers will be able to put their driving skills and their cars to the ultimate test as they power their way around the famous National circuit.



Naturally, your favourite magazine will be there!



FAST FORD MAGAZINE

Of course, we'll be there – right at the centre of the show you'll find the UK's number one Ford tuning magazine! Packed full of past, present, and future feature cars the stand will play host to some of the very best fast Fords the UK has to offer, including a dedicated display celebrating the legendary Sierra Cosworth's 30th birthday! On top of that, we'll be hosting the UK's Fastest Fords too!

Be sure to pop over and say hi, or pick up a copy of the latest magazine, take advantage of some fantastic show-exclusive subscription deals, get your hands on *Fast Ford*-branded clothing, or grab your special-edition 30th anniversary *Ford Fair* commemorative plaque!

CLUB DISPLAYS

As the biggest gathering of fast Fords in the country, *Ford Fair* has the numerous dedicated clubs that make up the fast Ford scene at its heart. Last year saw over 3500 club cars from various Owner's Clubs, online forums, and Facebook groups cram into every space Silverstone has to offer. The gorgeous Flux Babes will also be awarding the 'Best Club Stand' winners with a trophy too!



Last year saw over 3500 club cars on display



RETAIL VILLAGE

Found at the top end of the show, the *Retail Village* is huge area dedicated to traders, exhibitors, and the vast autojumbles too. Here you'll find everything you could ever possibly need for your fast Ford from performance upgrades, styling products, hard-to-source accessories, and even Ford-based clothing, plus loads more!



UK'S FASTEST FORDS

These very special Blue Ovals are, quite simply, some of the fastest Fords you'll find anywhere in the UK! They'll be strutting their stuff around the Silverstone circuit in their very own track sessions at 12:00 and 15:00. And when they're not, you'll be able to get up close and personal with these amazing machines on the *Fast Ford* stand.

The UK's Fastest Fords have their own track sessions!



FORD FAIR PREVIEW



The drift demos always keep the crowds entertained



DRIFT DEMOS

The smell of burning rubber and the smoke from screeching tyres will fill the air as these fast Fords slither their way around the Silverstone circuit. With two dedicated drift sessions (at 10:00 and 12:00) these awesome drift displays are well worth a watch!



They'll be some crazy stunts and impressive driving displays in the *Live Action Arena*

CLASSIC ZONE

Headed up by *Classic Ford* magazine, the *Classic Zone* will be packed full of the finest Blue Ovals from yesteryear. Here is where you'll find all the classic Ford club displays, with everything from angry Anglias to zany Zephyrs on show!



Head to the *Classic Zone* for fast Fords from yesteryear!

LIVE ACTION ARENA

The *Ford Live Action Arena* will once again be at the centre of the show. If you like seeing fast Fords smoking tyres, pulling skids, and generally being thrashed about then the *Live Action Arena* is definitely not to be missed!



FORD UK

Your favourite manufacturer will be back at *Ford Fair 2015*, and they'll be bringing a selection of the latest fast Fords with them. While they're all very tight-lipped about just what cars they'll be displaying this year, they're bound to be impressive, and you're bound to want one!



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NO FUSS FOCUS



Opting for a small selection of carefully considered modifications, Ryan Taylor has built an excellent example of an OEM-plus Mk2 Focus ST...

Words: Dan Furr Photos: Adrian Brannan

As can be seen from the July issue of *Fast Ford* (a commemorative edition of the magazine that celebrated ten years of the Focus ST), we absolutely love the Sports Technologies variant of Ford's flagship hot hatch. As a platform for keen modifiers to toy with, the ST joins its RS-badged sibling as the subject of what is a seemingly unrivalled corner

of the aftermarket filled to the brim with model-specific tuning components.

The availability of such an extraordinary number of wild and wacky upgrades has led to some remarkable ST builds in recent years, but there's something to be said for the 'OEM-plus' approach, where owners wet their toes in an ever-growing pool of tuning parts just long enough to personalise

their pride and joy without moving too far away from its factory specification.

Sheffield brickie, Ryan Taylor, is a prime example of a Focus fan that has tweaked and tinkered in order to personalise his ST while allowing it to remain as a sensible, practical everyday vehicle. "I've always modified my motors, but the heart of each of my projects has been geared towards subtle

styling and chassis enhancements over the pursuit of outright performance," he explains.

"Perhaps unsurprisingly, I adopted the same approach when it came to toying with my ST," he adds.

Ryan's earlier efforts involved the rejuvenation of a tired Peugeot 206 GTi. It was a car that he doted on during a nine-year stint before laying his hands on a Blue Oval, and

➤ he freely admits that the Pug was in immeasurably better condition when sold than it was on the day that he was first introduced to it; uprated suspension, a cleaned and painted underside, restored wheel arches and a pristine body kit all contributed to the GT's status as its owner's treasured possession, but the purchase of Ryan's first house – and a lack of suitable car storage space – forced him to send his French fancy off to pastures new.

As is the case with so many petrolheads, the distinct lack of automotive project in his life soon encouraged Ryan to flick through online classifieds in search of his next octane-fuelled fix. "I was in the market for a BMW M3, but I spotted an ad for a Sea


Grey Focus ST that was located less than five minutes from my home. I've always been around Fords thanks to my father's long-standing obsession with Escort Cosworths and RS Turbos, and I figured that taking a leaf out of his book by buying a performance Blue Oval of my own wouldn't be a bad idea!" he smiles.

The Sea Grey stunner had already been treated to a remap, and the car's immaculate condition was all it took to persuade Ryan to empty his wallet. He was equally as quick to put his own stamp on the mint Mk2, and it was soon riding high on a ramp inside a pal's nearby workshop where the condition of its chassis could be assessed in detail.


"I was pleased with what I'd

bought, but that didn't stop me from stripping and restoring the underside of my new ride!" chortles Ryan. "I've had very few cars to my name, primarily because I like to keep my motors in tip-top shape and hold on to them for the long term. My ST is no exception to that rule, and it was with that in mind that I re-greased suspension parts, cleaned and undersealed exposed chassis components, painted the car's lower arms and rustproofed everything that I considered to be at risk from the harsher elements of the British weather. Additionally, I installed H&R lowering springs in a bid to improve the car's handling while treating it to a more aggressive stance," he says. ➤

In-car entertainment



Carbon details include wing mirror covers...



...and RS bonnet vents

"I like to keep my motors in tip-top shape and hold on to them for the long term"





DRIVER SPEC

RYAN TAYLOR

Age: 30

Job: I'm a bricklayer for Barratt Homes

First Ford: This one

Favourite Ford: Escort Cosworth

Best mod: The paintwork

What's next: More engine dress-up parts





“Helping the car’s 2.5-litre lump to produce an estimated 340bhp”



updates followed; the cabin of the Focus was soon kitted out with a Pioneer audio system comprising a touchscreen head unit, speakers, tweeters, additional soundproofing, a DAB aerial conversion and a boot-mounted Optisound subwoofer. Unlike the Peugeot that preceded it, the ST has a luggage area that remains usable (Ryan admits to filling the 206’s back end with a massive amount of audio equipment!), although the chances of any bricklaying gear being thrown into the rear of the Ford seems an incredibly remote possibility following the installation of a custom thick-pile mat emblazoned with the famous

ST emblem!

An interior LED white light conversion followed, as did the application of genuine Focus RS500 gaiters that Ryan ordered from a German parts supplier. The red-stitched gear gaiter wraps itself around a BryShifter short-shift kit, the latter making light work of powering through the ST’s six-speed manual gearbox with ease. The car’s transmission has also been bolstered by an RS clutch, a matching flywheel and a Pumaspeed gearbox mount.

Pumaspeed’s hand can be detected in other areas of Ryan’s ST, with one of the firm’s maps helping the car’s 2.5-litre lump to produce an estimated 340bhp. The

TECH SPEC

FOCUS ST

ENGINE

2.5-litre 20-valve Duratec turbo, Pumaspeed remap, K&N 571 induction kit, grey heat wrap, Milltek turbo-back exhaust system, 200-cell sports catalytic converter, Roadsport intercooler, smoothed Pumaspeed inlet plenum, RS injectors and spark plugs, Stoffler engine covers, matt black and carbon-effect detailing

POWER

340bhp (owner estimate)

TRANSMISSION

Factory six-speed manual gearbox, RS clutch and flywheel, BryShifter short-shift kit, Pumaspeed gearbox mount

SUSPENSION

Factory dampers, H&R 25mm lowering springs, lower suspension components and subframes painted matt black

BRAKES

K-Sport 8-piston calipers painted red, 356mm discs, EBC BlueStuff pads, Dot 5.1 brake fluid, braided hoses, factory rear discs and pads, rear calipers painted red

WHEELS & TYRES

19-inch Focus RS alloy wheels painted gloss black, H&R 20mm wheel spacers, new black centre

caps with gel badges, chrome valve caps, 235/35/19 Goodyear Eagle F1 tyres

EXTERIOR

Sea Grey paintwork, carbon-fibre trim (mirror covers, RS bonnet vents, bonnet lip), Stoffler front grilles, Spec R front splitter, Stoffler rear diffuser painted gloss black, gloss black rear wiper arm, wheel arches cleaned and resealed, rally-style mudflaps, debadged wings, Pumaspeed gel badge

INTERIOR

Factory ST leather upholstery, white LED light conversion, black aluminium heater switches, leather centre console with red stitching, genuine RS500 gear gaiter and knob, black gel steering wheel badge, LED boot lighting, custom boot mat with stitched ST logo

ICE

Pioneer AVH-5700DAB head unit, Pioneer TS-E170ci 170mm speakers, custom tweeter pods, Vibe Optisound subwoofer, additional soundproofing, DAB aerial conversion kit, four-gauge amp wiring

THANKS

Our lass, Kerry, for putting up with my ST obsession, Darren for helping out (and using his ramp!), all at Pumaspeed and AandK Motorsport for all the help and advice, and to the *Fast Ford* team of Jamie King, Ade Brannan and Dan Furr!





“A well-thought out, brilliantly executed series of updates will almost always deliver the results!”



Huge K-Sport 8-pots add a bit of colour!



➤ Pumaspeed name can also be seen spread across this fettled Ford's engine bay where an example of the company's popular Mk2 Focus inlet plenum offering joins RS injectors, a K&N induction kit and a Roadsport intercooler. A Milltek turbo-back exhaust system with a 200-cell sports cat also contributes towards the power-pushing proceedings, while matt black detailing, grey heat-wrap and Stoffler engine covers do well in presenting an exceptionally tidy under-bonnet area.

Exterior alterations have been kept to a minimum, resulting in clean factory lines decorated with a smattering of carbon-fibre detailing. Bonnet vents, door mirror cases and the car's front lip have all been manufactured out of the wicked weave, and its black-and-grey colour scheme works brilliantly against the Sea Grey paintwork – especially now that gloss black RS rims wrapped in Goodyear rubber add a stealth-like quality to each corner.

The appointment of Stoffler front grilles and a jet black rear diffuser has emphasised the car's mean and moody look. That said, vibrant colour isn't entirely neglected in the makeup of this

no-fuss Ford, as can be seen by radiant red brake calipers that do their best to make themselves known through the dark spokes of the wheels. The front anchors are massive eight-pot K-Sport items, yet Ryan insists that they are in no way a declaration of an intention to drive fast. “I simply wanted stoppers that would be big enough to fill the cavity behind the front wheels. I bought the eight-pots brand new from K-Sport before I painted the factory rear calipers to match, and I'm really pleased with the effect that injecting a splash of colour has had to the overall appearance,” he continues. “Besides, the ability to stop on a sixpence proved useful when a pheasant decided to fly straight into my line of fire!” he laughs.

Kamikaze game aside, Ryan's Focus has attracted nothing but admiration from those who have seen it up close, and we're sure that you'll agree the car is a shining example of the 'less is more' approach. It goes some way towards demonstrating that no matter how far you take the modifying of your Ford, a well-thought out, brilliantly executed series of updates will almost always deliver the results! 📸



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DRIVEN

COLLINS PERFORMANCE CP3 FIESTA ST



WE GET BEHIND THE WHEEL OF COLLINS PERFORMANCE'S CP3-SPEC MK7 FIESTA ST TO DELIVER OUR VERDICT...

We've been fortunate enough to jump behind the wheel of a few different variations of the Mk7 Fiesta ST now, but the Collins Performance CP3-spec car is not only the company's top level of tune available for the ST, it's also the most powerful example we've driven to date.

You may have seen that Collins Performance actually has two demonstrators boasting the CP3 upgrades, this Sprit Blue one belonging to long-term customer and company-friend, Dave Boyce, and an almost-identical spec

Frozen White example. Both cars are virtually identical, the only real difference is that Dave's car retains the standard downpipe and cat (for now!).

With the hybrid turbo, Mongoose cat-back exhaust, ITG induction kit, and Airtec intercooler fitted, and a CP Level 3 software upgrade controlling it all, this ST produces a whopping 260-265bhp! The cost for all this extra grunt is £2965 fully fitted.

Keeping it all in check Dave has wisely made improvements to the chassis too, by fitting CP's polyurethane bush kit and torque mount (a further £340),

and a set of Ferodo DS2500 brake pads (costing £144).

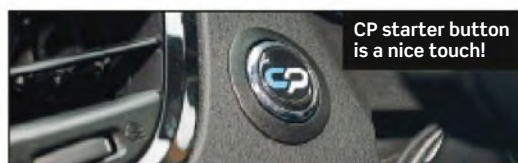
On the outside you can't help but notice the RS200-inspired graphics that are now synonymous with CP cars, and on the inside you'll find some subtle touches such as the CP-branded floor mats and CP starter button.

Press it, and the 1.6-litre EcoBoost bursts into life. At idle the ST produces a throaty burble, much more noticeable than the standard car or those with upgrades which retain the stock exhaust system. However, we can envisage the single-box system as fitted to





Hybrid turbo, ITG induction kit, Mongoose exhaust, Airtec intercooler, and CP3 software work together to produce 260-265bhp!



CP starter button is a nice touch!



SPEC

Collins Performance hybrid turbo, Mongoose 3-inch cat-back exhaust system (single silencer), ITG induction kit, Airtec Stage 3 intercooler, Collins Performance Level 3 software upgrade, Collins Performance polyurethane bush upgrade, Collins Performance engine torque mount, Ferodo DS2500 pads, Renntech quick shift kit.

Power:
260-265bhp
(estimate)

Torque:
255-260lb.ft
(estimate)

this car being a little 'too much' for some customers, but CP have already thought of that and actually offer a twin-box system as part of the package for the same cost.

It's worth noting at this point that at slow speeds the CP3 ST behaves perfectly normally – it idles nicely, you can pull away without stalling or having to give it a bootful of throttle, and the clutch is nice and light and easy to use.

Out on the open road things get even better, but you do have to make a small compromise first. There is a weird whistling noise at part-throttle that you can really hear inside the cabin and it can actually be quite off-putting, especially at first. However, after chatting with the guys at Collins they assured us that this was perfectly normal, and is caused by the hybrid turbo creating an odd resonance at certain frequencies. They told us all was well, and we'd

soon get used to the noise. At first we weren't convinced, but after 20-30mins of driving they were proved right and we'd forgotten all about it.

The payoff for putting up with this annoying noise at part throttle is power – lots of relentless power! The standard Fiesta ST pulls well, but this CP3 version is something else!

But it's in no way as aggressive as you might think. Instead, it's like someone has taken the factory settings and just notched them all up to eleven. It's still very linear and smooth in its power delivery, and for the most part is actually quite undramatic.

Other cars we have driven give a huge kick up the backside early in the rev range only to then tail off as the red needle climbs. Not in this though, it's so smooth and makes peak power at the top end of the rev range it encourages you to keep your foot planted



right up until the point you hit the rev limiter!

It's only when you glance down at the speedo that you realise just how much of a shift this thing gets on. The term 'licence looser' is banded about all too much these days, but if there ever was a car that was capable of reaching ban-able speeds without you realising it, this is it!

The chassis feels planted even on standard suspension – although we're sure the uprated bushes certainly help with this – and the Ferodo pads have given the brakes a bit more bite. This car also had a quickshift kit fitted that, although not everyone's cup of tea, is actually quite nice and positive to use. It can feel a bit clunky around town, but out on the open road the reduced throw definitely enhances the driving experience.

So, should you get the CP3 kit? Well, that depends on three main factors really; price, practicality, and power. The £2965 costs for the CP3 kit isn't out of the way for what you get, far from it, but if you can make do with less power there are other kits available that retain the stock turbo and therefore are significantly cheaper.

Also, if you use your ST every day and it spends most of its time cruising around town on

the daily commute you'd have to question if the constant whistling noise was outweighed by the number of times you'd actually use the extra power on offer – on a sunny Sunday afternoon it's easy to ignore, but after a stressful day at work in the bleak mid-winter we can imagine it could get tiresome.

However, if power is your thing and you can live with the aforementioned compromises then yes, definitely, you should go for it! It will transform the car, and it can genuinely frighten all manner of sports cars, not just rival hot-hatches. You will absolutely love it! 🏁

Contacts

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FEISTY FIESTA

Marc Kinsey's awesome JWRC-kitted, **543bhp** Mk6 Fiesta is planting power into the asphalt thanks to a **4x4** conversion and a heavily tuned Cosworth YB engine...

We've featured some pretty outlandish Fords over the years, but in terms of project scale, owner ambition and relentless wallet-emptying, few come close to Marc Kinsey's 543bhp, four-wheel drive, Cosworth-powered, Mk6 Fiesta WRC rally rep.

"Trying to secure insurance has been an absolute nightmare," cries Marc while we quiz him over the value of what was once a humble TDCi owned by a little old lady. "I've spent between seventy and eighty grand on the project since its inception six years ago. Unsurprisingly, few insurers want to answer my calls, although it's fair to say that I didn't help matters by removing the car's door locks and security system before introducing a keyless push-button starter!" he laughs.

Being quizzed by underwriters is something that Marc has become accustomed to; readers of a certain vintage will recall Mr Kinsey's premium-busting, 150mph Mk2 XR2 from its star turn in the January 2008 edition of *Fast Ford*. "My XR2 was chucking out over 300bhp from a turbocharged 1.6-litre CVH. I had great fun achieving a 0-100mph time of a smidge over ten seconds at Bruntingthorpe proving ground during the magazine feature photo shoot, but pulling so much power

through the car's front wheels limited my ability to squeeze any further top end performance out of what was an already heavily tuned powertrain," he recalls. Reasoning that his blisteringly quick hot hatch was as good as it was ever going to get, he decided to strip it, and he advertised its component parts for sale a short while later.

Generating over £17,000 by selling the XR2's guts gave Marc a decent wedge to play with when picking out the modified Blue Oval's successor. His previous cars had always worn the Ford badge, meaning that it came as a surprise to friends and relatives when a BMW E46 M3 found itself parked on the Kinsey family's driveway. "I was working all hours, and I really didn't have the time or inclination to invest in another major automotive project," he tells us. "The M3 delivered great looks, superb refinement and excellent performance in an off-the-shelf package, and I could buy a really good example for the amount raised by the sale of the XR2 parts," he adds.

For many petrolheads,





DRIVER SPEC

MARC KINSEY

Age: 33

Job: CCTV pipeline surveyor

First Ford: A 1.3-litre Sunburst Orange Orion!

Favourite Ford: 2015 M-Sport Fiesta WRC

Best mod: Turning a six-year long dream into reality

What's next: A Nissan Skyline R33 GT-R gearbox with switchable 4x4 control



With so many top-spec components installed, this 500bhp-plus YB has been built to withstand some serious abuse on track!

“I wanted a four-wheel drive Mk6 Fiesta powered by a 500bhp-plus Cossie YB lump”

➤ the work involved in modifying a car can be just as enjoyable as driving the finished article – a fact not lost on Marc as he quickly came to the conclusion that watching his autobahnstomer sit pretty wasn’t as much fun as he had anticipated. Furthermore, a day out to witness some seriously fettled Fords battle their way around Lydden Hill’s rallycross circuit had him drooling over the Junior WRC-kitted Mk6 Fiestas that he could see engaged in combat.

“I knew there and then that I had to sell the Beemer and build myself another Fiesta,” he grins. This time, however, it would be a Lydden-inspired Mk6 that would grace his garage. “I picked up an ‘03-plate, 1.4-litre, diesel-powered three-door for just £700. It had covered a cool 170k miles from new, but I was pleased to see that its bodywork was in excellent overall condition,” he says, acknowledging the car’s

suitability as the platform for his awe-inspiring WRC-themed project.

Andrew Gallacher, was involved in the planning stage of the build. “I told Andrew what I’d witnessed at the rallycross event, and I explained that I wanted a four-wheel drive Mk6 powered by a 500bhp-plus Cossie YB lump. I knew that wide arch Mk6 JWRC panels were still available to buy, and I asked Andrew and his colleagues to prepare the car’s shell for serious power before they trial-fitted the Kevlar kit,” explains Marc.

Andrew is head honcho at Glasgow’s AG Motorsport. The company is well known for building powerful Blue Ovals, and it was AG’s own carbon-clad, mega-spec Mk2 Focus that encouraged Marc to call upon their services when he was pulling together the XR2. “Andrew did such a great job on my Mk2 that I had no qualms about involving him in the



Huge 376mm discs and AP 6-pots hide behind the Speedlines



TECH SPEC

FIESTA COSSIE

ENGINE

Field Motorsport 2.0-litre 16-valve DOHC Cosworth YB, 200 long-studded block, lightened and balanced crank, Cosworth Racing pistons, shot-peened connecting rods, ARP bolts throughout, WRC oil return direct to block mod, twin crank position sensors, 4x4 big wing sump (with AN fittings, oil drain and two-piece Group A baffle), uprated engine mounts, 4x4 starter motor, 90amp alternator with heat shield, ported and polished 4x4 cylinder head, standard valves, double valve springs, INA hydraulic lifters, Quaife peg-drive steel vernier pulleys, anodised red MK Motorsport alloy engine pulleys, Field Motorsport custom profile inlet and exhaust camshafts, Field Motorsport cam cover, WRC cam sensor, coil-on-plug arrangement, custom header tank and washer bottle, modified genuine water pump with cut-back blades, modified 4x4 thermostat housing, Kinzy Motorsport alloy water pipes powdercoated satin black, Pro Alloy aluminium radiator painted satin black, twin Spal slimline fans, WRC breather kit, machined 4x4 throttle body, Kinzy Motorsport throttle cable bracket, Kinzy Motorsport direct feed cold air intake, Hart inlet manifold, MK Motorsport 2WD exhaust manifold with titanium heat wrap, Tial 44mm external wastegate, Garrett GT3076R turbocharger (.70 compressor housing, .82 exhaust housing), Pro Alloy custom intercooler painted satin black, Kinzy Motorsport 3-inch stainless steel twin-exit exhaust system, WRC NTK lambda sensor, closed loop lambda control, Aeroquip hoses and fittings, fireproof heat sleeves, AG Motorsport custom alloy fuel cell, twin fuel pumps, FIA fuel sample take-off, MK Motorsport billet fuel rail, ASNU 850cc fuel injectors, Aeromotive fuel pressure regulator, Gary Barker Raychem engine harness, Varley Red Top battery, Life Racing F88 ECU, Weber 3-bar MAP sensor, twin air injectors, Life Racing 12-position calibration/map selector, Mocal remote oil filter and housing, Roose Motorsport silicone hoses, Murray boost clamps

POWER

543bhp, 497lb/ft torque, overall weight with 50-litres of fuel onboard: 1215kg

TRANSMISSION

Four-wheel drive, MT75 gearbox, lightened billet flywheel, 7.25-inch AP Racing twin-plate clutch, Tilton centre-push clutch release bearing with dry break connections, 3.92 ratio front differential with strengthened case, shot-peened crown wheel pinion, 3.92 ratio Gripper rear differential with dedicated Mocal 7-row oil cooler and thermostatic control, 4x4 front propshaft with added grease nipples, shortened 4x4 rear propshaft, custom length front driveshafts, 2WD rear driveshafts with custom Lobro spacers, modified 4x4 steering rack with enlarged steering spline, Kinzy Motorsport steering rack adaptors, power steering oil cooler, Citroen Saxo electric power steering pump

SUSPENSION

Modified Bilstein tarmac-spec dampers, MK Motorsport WRC-spec billet uprights with

WRC bearings and sleeved stub shafts, camber washers, 650lb (front) and 500lb (rear) springs, helper springs, Eccentric top mounts with custom billet steel rings, bladed anti-roll bars, Kinzy Motorsport alloy drop links, fully rose-jointed pick-up points and tie-rod ends, factory 4x4 engine subframe, custom rear lateral link bars, custom steering arms, MK Motorsport WRC-spec front traction control arms, MK Motorsport front compression struts, fully corner weighted

BRAKES

AP Racing CP5555 six-piston front calipers with 376mm grooved discs, AP Racing four-piston rear calipers with 330mm grooved discs, MK Motorsport billet caliper brackets and bells, Ferodo DS3000 pads, AG Motorsport brake line kit, Tilton floor-mounted pedal box, 76 Series cylinders, 3-pot brake fluid reservoir, Tilton adjustable brake bias valve mounted on roll cage, hydraulic handbrake

WHEELS & TYRES

8x18-inch Group A fitment Speedlines painted white, ET33 offset, WRC-spec wheel studs and strengthening sleeves, Federal RSR 235/40/18 tyres

EXTERIOR

Mk6 Fiesta TDCi three-door shell painted Vauxhall Moonland Metallic, Kevlar/glass mix JWRC body kit, carbon-fibre splitter and rear spoiler, custom mesh bonnet vents, quick-release front bumper, WRC carbon-fibre roof intake, Plastic4Performance Lexan mudguard side and rear windows, genuine Ford front-heated windscreen, single wiper conversion, facelift Fiesta front and rear lights, front and rear tow straps, delocked

INTERIOR

Stripped cabin, Cobra Suzuka Pro fixed bucket seats, weld-in seat bars, TRS 5-point safety harnesses, T45 multi-point roll cage with suspension pick-up points, custom steering column with ECU calibration switch, M-Sport moulded door cards, Sparco dished steering wheel with function buttons (ALS, indicators, flash function, wash/wipe, horn), quick release boss, steering wheel hook located on roll cage, Kinzy Motorsport foot rests, modified flocked dashboard, custom centre panel with carbon-fibre switch housing, Kinzy Motorsport ECU cradle mounted on roll cage, Lifeline electric and manual fire extinguisher systems, recess in rear floor for battery, Race Technology Dash 2 digital display, Life Racing ECU interface, Sileck Motorsport Raychem chassis loom, loom control boxes and circuit breakers, LED interior light conversion, intercom, custom dash switch panel, Elliot 3-bar 80mm boost gauge, keyless ignition

THANKS

Leanne for putting up with the past six years of project progress, my Nan for the use of her garage, my mum for letting me store engines in her house, Andrew Gallacher and Scott McMinn for shell preparation, Tommy Field and everyone at Field Motorsport for engine work and mapping, Simon at Si-Leck Motorsport Wiring for the electrics, Gaz for the bodywork, Peter and the guys at MDVSE for the geometry setup, Steve Green for his tips and helpful advice, Hotwok for flocking, MK Motorsport for the manufacture and supply of so many billet parts

FIESTA COSSIE

GT3076R turbo and 44mm Tial wastegate sort out the boost

➤ Mk6 project. After much in the way of preparation, he removed the front end of the car and replaced it with a custom semi-spaceframed construction. He also cut the rear wheel arches, tubbed the back end, made custom damper turrets and prepared the floor for the four-wheel drive conversion before installing a fully integrated, multi-point roll cage incorporating dedicated suspension pick-up points," he tells us.

An Escort Cosworth 4x4 engine and transmission, white 18-inch Speedlines, AP Racing brakes and a host of other components were sent to AG's Kilmarnock workshop in order to enable Andrew to build the shell of the car around more-or-less the same equipment that would eventually be bolted into it. Once the custom fabrication work was complete, the car was shipped down south (well, as far as a bodyshop in County Durham!) where fresh paint was ready and waiting.

"I opted for a shimmering Vauxhall shade known as 'Moonstone Metallic'," continues Marc. "The bodyshop covered the underside of the car, its interior, outer shell and JWRC kit in the gorgeous grey, and I'm thrilled with the results," he says. Coupled with the kit's carbon-fibre splitter, rear spoiler and roof intake, it's easy to see why, although recently appointed facelift Mk6 lights also do their best to give this fantastic Fez a modern look.

MK Motorsport was given the job of creating a mass of WRC-influenced suspension components for the fruity Fiesta. The final spec includes billet uprights, heavy duty bearings, rose-jointed pick-up points and tie rod ends, custom traction control arms, Bilstein dampers, Eccentric top mounts and alloy drop links. A standard EsCos 4x4 front subframe has been refurbished and fitted, and the car has been corner weighted.

"I directed a lot of my funds towards chassis upgrades," explains Marc. "I can mix and match bolt-on engine and gearbox parts over time, but it was essential that the shell, suspension and brakes were capable of handling anything that I cared to throw at them," he says. They've certainly been put through their paces; Marc handed his YB to Field Motorsport when it came to building the car's beating heart. "Tommy Field built my XR2's engine, so I knew that I was in safe hands when it came to the construction of a reliable, 500bhp-plus YB for ➤

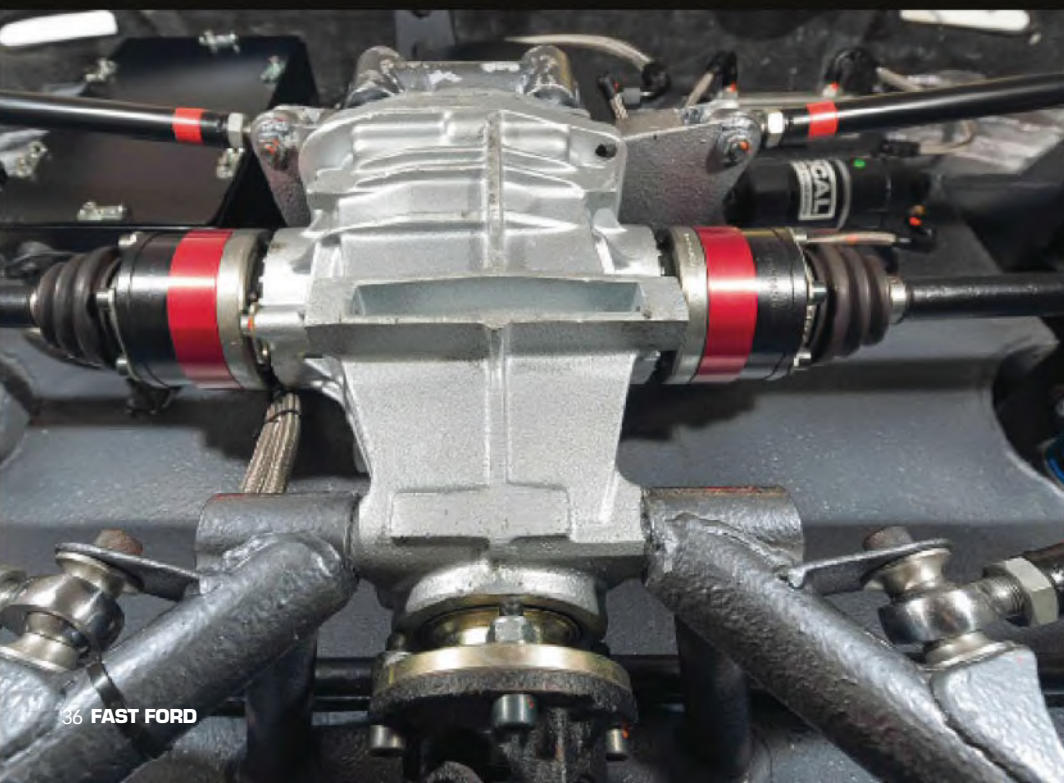
"It was essential that the shell, suspension and brakes were capable of handling anything that I cared to throw at them"

Now that's a comprehensive rollcage!





“At the end of
the day, I just
want to have
fun with it!”





Everything is so immaculately presented, it almost seems a shame to get it all dirty!



The suspension is full custom WRC-spec!



the Mk6," he confirms. A lightened and balanced crank, Cosworth pistons, shot-peened rods, ARP bolts, a ported and polished cylinder head, Quaife pulleys, custom profile camshafts, coil-on-plug ignition and a Life Racing ECU contribute to what ended up being an impressive 543bhp bench test power figure. The engine's fuelling is managed by an AG alloy fuel cell feeding ASNU 850cc injectors via twin high-flow pumps and an MK Motorsport billet fuel rail, while a custom air intake, a WRC breather kit, a Hart inlet manifold, an enlarged throttle body, a 2WD Cossie exhaust manifold, a Garrett GT3076R turbo, a Tial wastegate, a

Pro Alloy intercooler and a custom three-inch stainless steel exhaust system deal with the engine's airflow demands.

"The process of building this car has been a slow one," admits Marc. "I've ordered parts and commissioned companies to undertake work whenever funds have allowed. My intention was to build a WRC replica for the road, and I'm really pleased with how things have panned out, although I'm well aware that the car's MT75 transmission is its weak point. It was with that in mind that I've decided to buy a Nissan Skyline R33 GT-R gearbox with switchable 4x4 control!" he grins. In fact, MK Motorsport has just sent Marc a custom bellhousing designed

specifically to accommodate the Japanese machinery in the Ford's underbelly.

It might be taxed, tested and capable of ferrying its proud pilot around town, but the interior of this brilliant Blue Oval is every bit the functional race car office. Cobra fixed-position bucket seats, TRS safety harnesses, M-Sport door cards, a Sparco dished steering wheel with integrated function buttons, alloy foot rests, a Race Technology digidash, an intercom, a Lifeline electronic fire extinguisher system and a littering of custom carbon-fibre panels that house a bazillion switches hint at what the future holds. "I fully intend to participate at a few open track sessions in

a bid to familiarise myself with the car's characteristics while simultaneously trying to improve upon my existing driving abilities, but my hope is to compete in a non-contact sprint series in the not-too-distant future," says Marc. "At the end of the day, I just want to have fun with it!" he smiles.

He might not have endeared himself to insurance underwriters, but Marc and his magnificent Mk6 are bound to earn themselves a mass of admirers at this year's *Ford Fair* (the car will be one of the star attractions on the *Fast Ford* stand). Pop along and see this awesome bit of kit for yourself, and keep 'em peeled as both car and driver take on the track at the show! We can't wait! 📷

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RS Croft attracts some of the very fastest Fords from all over the UK



We head to the Durham and Derbyshire RSOC Regional Day at Croft for a weekend of fast Ford action...

Words and Photos:
Ade Brannan

The Durham and Derbyshire RSOC Regional Day at Croft Circuit is one of the highlights of the fast Ford show season, not least because of the venue's location almost smack-bang in the middle of the country attracting a superb variety of clubs, but because RS Croft offers so much more than just club displays!

The track itself has regularly been home to the likes of British

Touring Car Championship, manufacturer testing, and even a regular haunt of *Top Gear*! Intricate twisties, fast sweepers and some of the longest straights you could ever hope for make it a thrilling all-rounder of a circuit, ideal for every level of driver from complete novice to professional racer. Especially as it has plenty of run off for if (and when!) things don't go quite as planned!

In the showground the club stands were packed, traders were selling their wares, and the concours were doing their thing before the might of the judges descended upon them. Even a separate action arena with a 0-60 challenge and Paul Swift driving demos was on hand to keep everyone entertained! If you've never been before, make sure you get to RS Croft next year!

Purists will hate it, but the Texaco livery actually looks well on the ST!



The ST's five-pot has been tweaked to produce 340bhp



MARC MCCUBBIN FOCUS ST

We can never be sure what to expect from Marc McCubbin at an RSOC event. In the past we have drooled over his stunning concours 2WD Sapphire Cosworth, snapped his previous track-spec Focus ST170, and seen him do official valuations for various RS owners too! This time

he was pounding around the track in his newly completed Texaco liveried Mk2 Focus ST. Built at the same time as Ron's Mk2 Escort, it's almost like there's a little production line of very different yet similarly awesome cars on the go!

Marc modestly called it a quick

build, but the attention to detail throughout was clearly there, especially the interior, which looked a much nicer place to be than the majority of dedicated track cars!

QUICK SPEC Scott McMinn rollcage, polycarb windows, 340bhp engine upgrade



STACEY CALLAGHAN

It's with great sadness we found out on the day of the show that in the early hours Stacey Callaghan and her partner Andrew Gallacher were involved in a serious accident near the circuit. Tragically Stacey passed away at the scene.

She will be a greatly missed by all involved with the Ford scene, and we send our best wishes to her closest friends and family.



The mighty Mk2 Focus RS was well represented!





Eggenberger-style Escort, why not?



The attention to detail is first class!



Cossie YB looks right at home!



RON WALKER ESCORT MK2

Ron is no stranger to fast Fords, and he doesn't seem to restrict himself to anything to specific either! We've seen him recently bomb around track in a well specced orange Mk1 Focus RS, a Mk2 RS, and also set envious eyes on his concours Escos too! This old school break from the norm with its inspired use of a legendary livery came from simply making the most of a colour that wasn't his first choice!

Throughout the build the attention

to detail is clear, with top-notch fabrication from Scott McMinn, and a setup from AG Motorsport. This was the first time the car had turned a wheel in anger, and all appeared to be going well – until the turbo blew! Not to worry though, this car is just gassing for a something bigger than a T3 anyway!

QUICK SPEC Stage 3 YB conversion, 8x15-inch Compomotive ML rims, full Group 4-spec



Fast Fords of all ages were welcome!



The concours judges assessed each car thoroughly...



Subtle Saph was going well on track!





There were plenty of Cossies on display!



"RS CROFT IS ONE OF THE HIGHLIGHTS OF THE FAST FORD SHOW SEASON"



Paul's Mk2 Fiesta just looks 'right'



1.8-litre Zetec on bike carbs provides a healthy dose of power

PAUL LOWRY FIESTA MK2

It's not always the rarest or most valuable cars that stand out; sometimes it's an example which just looks 'right'. The Mk2 Fiesta has always been a classically well-styled hatchback that's great fun to drive, so it only needs a few tweaks to make the most of it. Here Paul has colour coded an XR2 kit, fitted the interior trim from the same model, and beefed up the stance with an old

school set of 13x7-inch Minilites. As it wasn't a sporty model to start with this Fiesta wasn't blessed with even XR2 power, but now that's been surpassed anyway with a swap to the tried and tested 1.8 Silvertop Zetec on bike carbs. More than enough to round off the complete package!

QUICK SPEC 1.8 Zetec, bike carbs, 13x7-inch Minilites





The track action saw plenty of thrills... and spills!



“RS CROFT HAS SO MUCH MORE TO OFFER THAN JUST CLUB DISPLAYS!”

Twin turbo XR4x4 looked immaculate!



GEOFF PEARSON SIERRA XR4X4

At an RS show packed with countless top-spec Cossies it can often be easy to overlook some of their closest relatives. But not today! Here's Geoff's immaculately presented, and tastefully improved XR4x4. After moving on from a 2000E Sapphire this tidy XR was snapped up due to its exceptional condition. Two years later a return trip was made to the seller to buy the

Turbo Technics 2.9-litre twin turbo V6 you see in the car today. It wasn't just chucked in though, far from it. Every part has been rebuilt from the bottom end right up to the upgraded T2 turbos, which resulted in a recent 230bhp graph from a local dyno. Nice. **QUICK SPEC** Turbo Technics conversion, Koni suspension, Morette headlamps



Fully rebuilt 2.9-litre V6 now produces 230bhp thanks to a pair of T2 turbos!

RS CROFT 2015



Bike-engine'd Mk2 Fiesta caused a stir!

ROBERT RANSOM FIESTA MK2

Throughout the day there was one car on track that simply could not be ignored. The high-pitched, wild revs of Robert Ransom's Mk2 Fiesta was clearly not coming from a CVH – or any typical engine transplant. Nope, it was a tiny but potent superbike powerplant! Some may scoff at the idea of a bike engine in a car, but in

factory form it puts out 144bhp and 101Nm, so far from shy in what Robert claims is a 500kg car!

And the evidence we saw of it bombing around track keeping up with more conventional fast cars certainly proved that!

QUICK SPEC Kawasaki ZX-9R engine, RST LSD, custom plenum

RS CROFT 2015



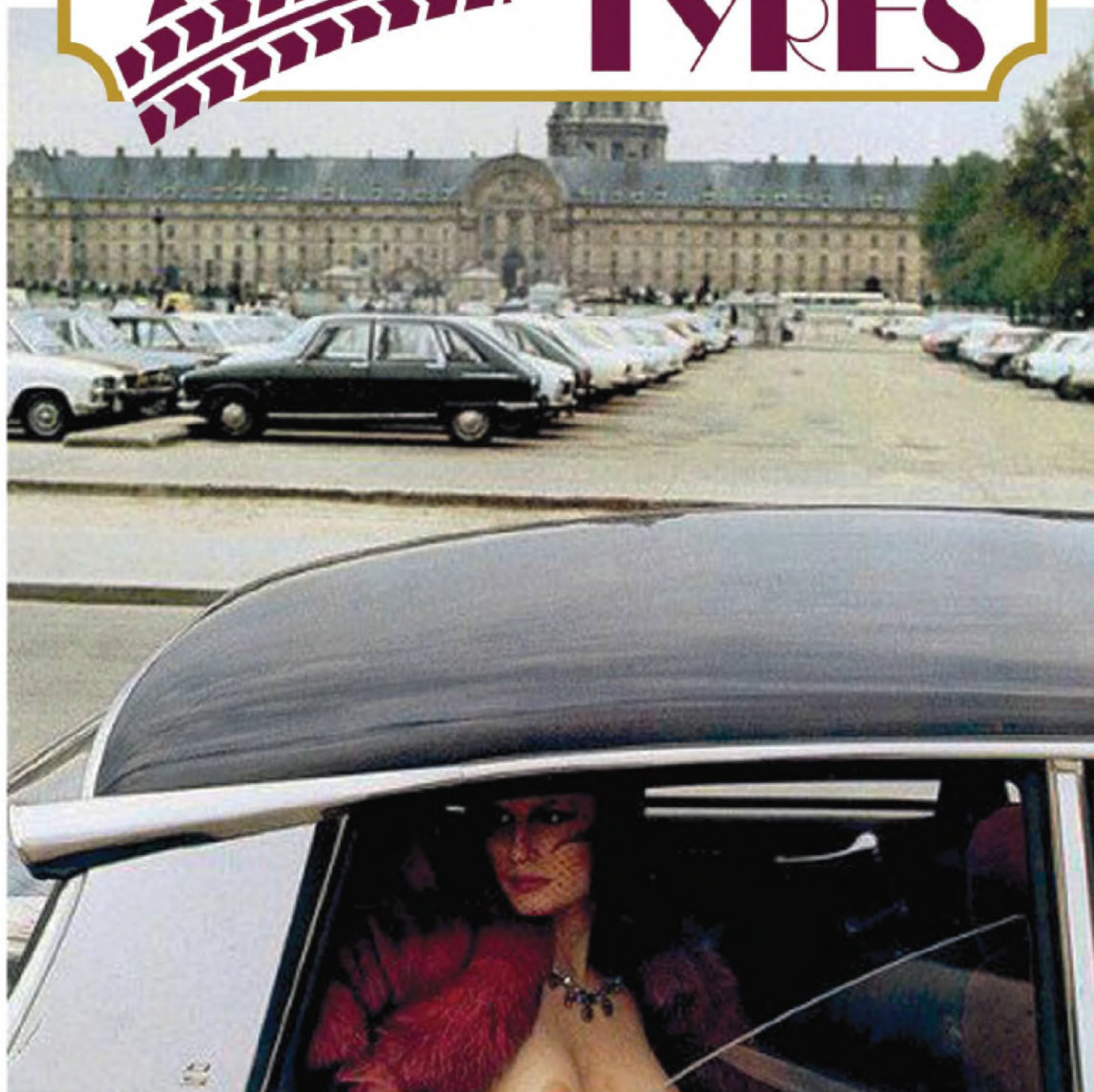
Paul Swift entertained the crowds with stunt demos



Stunning RS1700T battled in the concours comps



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SECOND COMING

When his previous project was declared too far gone to save Charlie Tomlin went hunting for a new challenge, the result is this stunning 220bhp S1 RS Turbo...

Words and Photos: Jon Cass





Being brought up on a diet of cool Fords from an early age is bound to end up in an adult world of Blue Oval obsession and quite probably an empty wallet. Well, we've heard this scenario happen more than once, but would anyone change their situation? Not a chance. Sometimes sacrifices need to be made to ensure that Cossie engine rebuild goes ahead as planned or that bigger turbo gets

fitted before Ford Fair.

East Yorkshire based Charlie Tomlin knows exactly how it feels to have the majority of his life revolve around Blue Oval badged cars, having first been subjected to a showroom fresh Mk3 XR3i belonging to his uncle at a time when most of us would be thinking about removing stabilizers on our bike. "I remember it was black with cloverleaf alloys and my uncle

would gladly take me out for a drive in it if I asked," Charlie laughs, "as if ever an excuse was needed to take an XR out for a blast!" The '3i obviously had a far reaching effect, but it was topped by the car belonging to the boss of Charlie's uncle as this was none other than a Series 1 RS Turbo. In a world of Morris Marinas and Austin Maxis, the sight of a diamond white RS Turbo with its purposeful bodykit





1.9-litre CVH has been tuned to 220bhp but has potential for much more!



Stage 2 turbo was 'borrowed' from Charlie's first S1 RS Turbo...



and spoilers must have seemed like the Millennium Falcon had landed, to a boy who'd just thrown his stabilizers away at least.

Sure enough, as soon as Charlie obtained his driving licence, the first of a long succession of Ford badged cars became his. "I've had Orion Ghias, Series 1 and 2 RS Turbos, Sierra Cosworths, a Fiesta RS Turbo and Mk6 Escort SIs and GTis," Charlie smiles, "you can tell I'm really into my 80s' Fords!" It's an impressive list without a doubt, and for most of them he's owned at least two if not three examples! "One of my favourite all time Fords has always been the Series 1 RS Turbo," Charlie explains, "I'd had one a while ago



“I’ve been told with a bigger turbo and injectors it should easily be capable of 250bhp”

and my second one had turned into a long term project, one that was taking far longer than I anticipated.”

Having kept the second Series 1 for some nine years in his mum’s garage awaiting attention for its restoration, Charlie came to the conclusion it would never be finished. “It was in a mess when I parked it there, so after nine years it would have needed loads of work to restore it.” There was even talk of cutting the shell up to install a Cosworth conversion. “Parts were beginning to rise and once I’d had a quote to restore the shell at a cost of £5k, my jaw just hit the floor,” Charlie remembers, “I

felt I was getting nowhere and as every summer passed, it was another missed without having a Series 1 on the road.”

Just to add salt to an already aged wound, Charlie has always been a regular visitor to the Series 1 forum so he got to see photos of everyone else having fun in their S1s on a daily basis, “as luck would have it, I saw this Series 1 advertised on there,” Charlie recalls, “I’d heard about the car and it was how I’d have built mine had I ever finished it.” Using the money saved up for restoring his original S1, Charlie went to view and purchase the fully restored S1 he’d seen in the ad. “It

TECH SPEC

S1 RS TURBO

ENGINE

1.9 CVH block, steel rods, forged pistons, steel crank, Stage 2 head, Stage 2 turbo, Cosworth management, beige injectors, Piper cam, 4-inch Scorpion exhaust, Pro Alloy intercooler and twin fans

POWER

220bhp at 18psi (owner estimate)

TRANSMISSION

Original RS Turbo five-speed gearbox with limited-slip diff

SUSPENSION

Koni adjustable dampers, -25mm

lowering springs, fully polybushed throughout

BRAKES

Original RS Turbo brakes all round

WHEELS & TYRES

17-inch RS 7-spoke diamond cut alloys with 205/40x17 tyres

EXTERIOR

Fully restored to original Series 1 RS Turbo spec

INTERIOR

Original RS Turbo Recaro interior, dash mounted boost gauge, blue LED clock lights, orange clock needles

THANKS

Graham Hopper at GS Motorsport and the East Yorkshire RSOC, and the long suffering wife

“I can’t go anywhere without people taking photos or asking me about it”



didn’t disappoint at all,” he remembers, “it was New Year’s Eve when I saw the car and early January when I trailered it home. It was 2am when I got back and I wasn’t going to leave it sitting on the trailer overnight so the neighbours got quite a shock when I started it up in the early hours.”

The S1 came from Chris Goodgame who’d only recently purchased the car from Ireland based Brian Walshe. Brian had already put lots of time and money into this car and this was of course to Charlie’s benefit, the prospect of having an S1 on the road that summer looking highly likely now!

The exterior of the thirty year-old Series 1 is totally flawless, Brian having restored the shell when he first bought the car. “He fitted new floor pans, new inner and outer rear arches, new inner and outer front wings and resprayed the shell in original Diamond White,” Charlie explains, “there’s only the underside left

to paint white as it’s currently coated in rust protection. I’m planning on doing that over the winter along with having all the doors and cavities waxed to stop any corrosion.”

As you would expect, the exterior has been left standard as it’d be a crying shame to mess around with a good Series 1. The diamond cut RS 7-spokes do set the car apart from the rest of the pack and suit the Mk3’s lines perfectly. “It’s also been lowered 25mm and has Koni adjustable shocks to stiffen the suspension,” Charlie adds, “it’s been polybushed all round too.”

Inside it’s pure ‘80s hot hatch heaven with those grey Recaro seats just as it left the factory. The only additions being the subtle dash mounted boost gauge, blue LED clock lights and freshened up orange needles.

Open the bonnet and immediately it’s apparent this S1 is anything but standard! For a start the wiring has all been hidden away to



DRIVER SPEC

CHARLIE TOMLIN

Age: 34

Job: Lorry Driver

First Ford: 1.4 injection 1997 Ford Escort

Favourite Ford: Sierra RS500

Worst part of the build: Getting it MOT’d then in my excitement reversing it into a bin at home damaging the spoiler!

Favourite part of the build: Keeping it clean and getting great reactions from the public!

Scorpion exhaust gives this S1 a nice bark!







tidy the bay up and like the exterior the engine and all ancillaries are totally spotless. "Brian had the engine built up by Ashford Motorsport in Kent and I have receipts for a total of £5k," Charlie tells us, "it's based around a 1.9-litre CVH." The build is impressive to say the least including steel crank, steel rods and forged pistons. There's also a Stage 2 head and beige injectors. "The car was undeniably quick, but the engine sounded a touch tappety for my liking and the turbo was smoking," Charlie remembers, "this left me with some head work to do, but I like to add my own touches to a car anyway." A new Piper cam and lifters were promptly fitted and a Stage 2 turbo borrowed from Charlie's old S1 which still sat in his mum's garage. Cosworth management has also been installed by Charlie and the S1 is currently pushing out 220bhp at 18psi, "I've been told with a bigger turbo and injectors it should easily be capable of 250bhp," he smiles. To keep things cool under

the bonnet, there's a Pro Alloy intercooler with twin fans and it sounds the business too thanks to that 4-inch Scorpion exhaust!

Charlie was able to carry out all the remedial work ready for the up and coming show season and some quite favourable weather, "I'm really pleased to have an S1 I can use at last," he laughs. He's also found over the past decade since his last S1 was on the road that Mk3 Escorts and S1s especially stand out from the crowd even more than they did back then, "I can't go anywhere without people taking photos or asking me about it," he adds, "it's all part of the enjoyment of owning an old RS though. It can cost an arm and a leg at times keeping a car like this on the road, but I get a lot of satisfaction from that, so to me it's all worth it"

Charlie now has the perfect Series 1 in his eyes, and also in the eyes of many others too! He finishes "I'm considering a Series 2 or Cosworth project next, but there's no way I'd let this one go after all this time!" 📷

"The exterior of the thirty year-old Series 1 is totally flawless"



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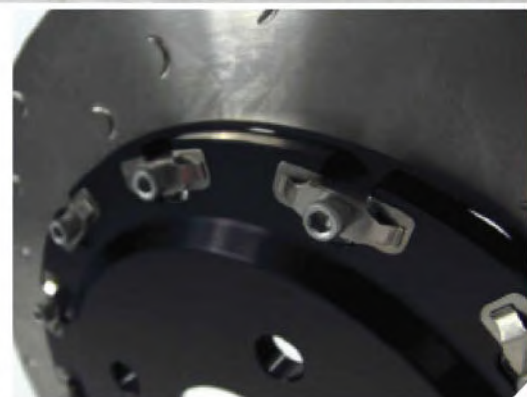
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JAMIE MONDEO ST220



SIMON FIESTA MK6



Painted and hydrodipped covers really smarten up the engine bay

JAMIE / MONDEO ST220

YOU CAN DIP IT!

SPEC 3.0-litre V6 ■ K&N 57i kit ■ Formula Power 10mm HT leads ■ Cades Bern alloys ■ Continental tyres ■ Infinity custom exhaust ■ Focus ST calipers ■ EBC discs and pads all round ■ Kenwood radio ■ Superchips Bluefin ■ Permashine ■ Fourdot custom plates ■ ST Suspensions coilovers ■ Dipped engine covers

Jamie brightens up the ST220's engine bay with some hydrodipped engine covers...



Hydrodipping is a craze that has taken the modifying scene by storm over the last few years, so I thought it was about time to get in on the

act – especially as the ST220 has a sea of boring under bonnet plastics and engine covers that could all do with a freshen up.

So, with that in mind, I spoke to guys (and gals) at AquaGraphix – the same people that treated Dan's TDCi cover to some flaming skulls a couple of years ago! – and asked what they could do. Obviously I didn't want anything as garish as flaming skulls, but when AquaGraphix told

me that they can actually mask off certain areas of the covers and have a combination of painted and dipped finishes I started thinking about various carbon effects they offer. I've never really liked 'carbon effect' finishes that don't look anything like real carbon fibre, but when I saw the '3D silver carbon weave' pattern that AquaGraphix offers I was pleasantly surprised at how good it looked. And that got me thinking about combining a carbon effect 'dip' with Performance Blue paint – the idea was to make it look like the covers are actually made from carbon fibre but with body colour paint over the top.

When I explained my vision to AquaGraphix they said it could easily be done, so I pulled the covers from the engine bay, gave them a quick



The finish is absolutely stunning!



ADE SAPPHIRE COSWORTH



MOTORBASE FOCUS BTCC



LUKE THE TROLLEY

THIS MONTH

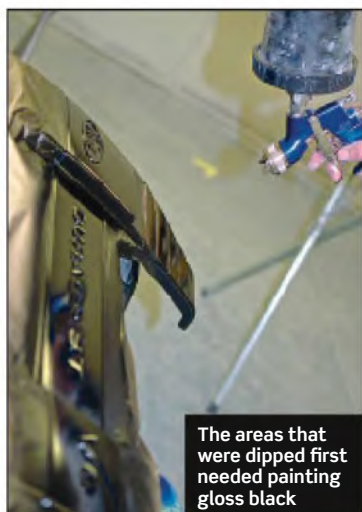
JAMIE'S ST220 P64
SIMON'S FIESTA..... P66
DAN'S SIERRA COS.... P67



The first step is to give the covers a thorough clean



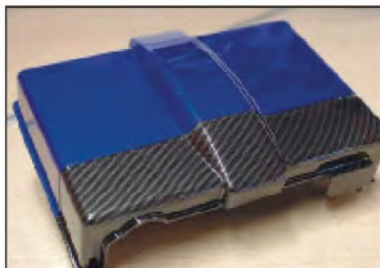
The carbon pattern is applied by 'dipping' the covers through a film and into a water tank



The areas that were dipped first needed painting gloss black



The whole covers were sprayed Performance Blue



Freshly cleaned ST enjoying some sunshine...

degrease before packing them up and sending them off. A few days later I received a couple of emails showing the progress of the job. AquaGraphix had already given the covers a thorough scrub up, rub down, and applied a few coats of hi-build primer to remove the horrible 'dimpled' texture effect on the standard plastics. A couple of days after that my inbox was filled with images of the covers first being sprayed in Performance Blue, and then being dipped into the carbon effect pattern. A final few coats of lacquer to protect the finish and give a deep lustre was all that was needed before the completed covers were winging their way back to me.

On opening the box I was amazed by the results – they are stunning! Even my wife, who is usually unimpressed by anything car related that arrives at our house, was excited to see the finished covers as I unwrapped the bubble wrap!

Naturally, I wasted no time in getting them back on the car, and you have to admit that have made a huge difference to the underbonnet of the ST! I'm so impressed that I'm now on the lookout for replacement upper inlet manifold so I can get that treated to the same '3D silver carbon weave' pattern too.

I do fear that this simple upgrade could well have started something much bigger, as I'm already looking at silicone hoses and a few other bits for the under the bonnet. But you can't have a lovely engine bay

if the rest of car's appearance isn't up to scratch, so I'm now looking at getting the paintwork sorted... and possibly fitting a few upgrades such as Focus RS bumper vents and a Triple R splitter along the way too...

**"DIP IT, DIP IT
REAL GOOD..."
JAMIE**

THANKS
AquaGraphix
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"IF IT LOOKS FAST, IT MUST BE FAST!"
SIMON



Carl came up with a modern design based on the RS200's graphics

SIMON/FIESTA ST

STICKERED!

SPEC Fiesta ST engine ■ Full roll cage ■ Corbeau Forza seats ■ Reiger coilovers ■ Kevlar body protection ■ ST bumpers ■ FIA-approved fuel drain ■ Pumbed-in fire extinguisher ■ Quaife ATB ■ Bluefin remap

Simon decides it's time to make the Fiesta look like a rally car...



So, the conversion is nearing completion. Which is handy, as there's not much time to go before my first event. The Fiesta

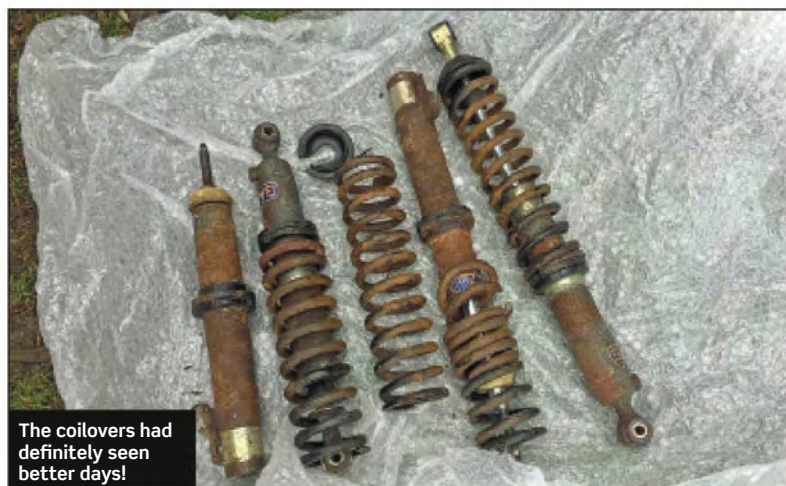
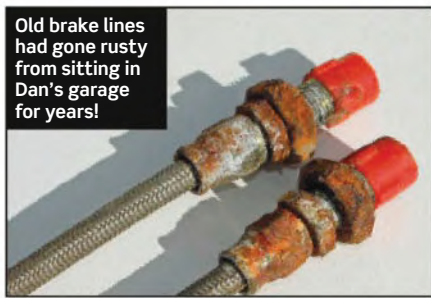
is now competition ready - it goes, stops and handles like a rally car... but the visuals are lacking.

It might behave like a rally car, but doesn't look like one. And as everyone knows if it looks quick, it must be quick! I spoke to Carl from Wrap Werx, who are based just down the road from the garage, and discussed the project. As the base car is silver, it gave us a nice blank canvas to work from. I decided that I would like a more modern take on the RS200's iconic blue stripes. Carl went away and knocked up some proofs, one of which took the stripes and bled them in to each other, suggesting movement. Hopefully in the pics, you can see the resemblance, and my homage to the Group B legend.

After some judicious advertising for the garage (and of course my favourite magazine!) were added, the graphics were designed. Carl pulled out all the stops and did a couple of all-nighters to get the design laid down on the car, and I think you'll agree that the finished article was worth a severe bout of sleep deprivation! Please ignore the Mk7 Fiesta ST wheels shown in the photos. They were only on the car to keep it rolling, as the 7x15-inch Compomotive's that are now on the car were off getting fitted with some super sticky Yokohama A006T moulded slicks at the time! Whilst technically they are road legal, the good old boys in blue might not agree. And in the wet, with no heat in the carcass, the grip level can best be described as 'interesting'! The Comps came from a friend that races a Fiesta ST, but following a brake upgrade he needed to move up to 16-inch rims, so a deal was done, the wheels had a light refurb and Yokohama's finest were slipped on. Not long to go now, I just need to get the car logbooked now...



Old brake lines had gone rusty from sitting in Dan's garage for years!



The coilovers had definitely seen better days!



Refurbed Gaz units are ready to be refitted



"THE COILOVERS LOOK LIKE NEW!"
DAN

DAN/SIERRA COSSIE

SHOCKED!

SPEC Stage 3 YBB (205 block) ■ RS500 intercooler ■ Gaz coilovers ■ RS500-style splitter ■ Comp MOS ■ Hose Technik hoses ■ Powerflex bushes

Dan's impressed by his coilover refurb and how quickly his new brake lines arrived...



It's off the road already. Not for a major rebuild (well, not yet anyway), but you know what it's like: a quick parts swap turns into a bit of an upgrade.

And before you know it, the car's in a million pieces, you lose interest and buy something else.

Well that's not going to happen. By the time you read your copy of *Fast Ford*, my Sierra will be back on its wheels and hitting the shows. Or that's the plan anyway.

Initially, I'd intended to replace a

snapped front spring, which reared its rusty head just as I'd managed to sort out the Sierra's steering troubles with a selection of new bushes.

But what's the point in buying a single spring when Gaz Shocks offers a refurbishing service, starting at just £102? Although they come with a two-year warranty, the GHAs on my Cosworth had clearly been used through a dozen salt-laced winters. But after a couple of weeks away with their maker, the coilovers came back looking like new. And I mean like new – only a little pitting on the damper bodies reveal it's a fresh zinc finish, rather than complete replacement. I can't wait to get them back onto

the car.

In the meantime I'll also be replacing the brake lines, which appear to be the original rubber fitted from new 29 years ago.

I'd already got a set of braided hoses, set aside for when I recommission my Sapphire Cossie. But after sitting on the shelves for a decade – never fitted – they'd suffered an alarming amount of corrosion. Yes, the stainless steel braiding was intact, but their zinc-plated fittings looked like they'd been washed up on Cleethorpes beach.

Instead, I sent them to Hose Technik, a division of Forge Motorsport. Hose Technik copied the

old brake pipes and made a set of high-precision, PTFE-lined flexis in braided stainless steel with crimped stainless fittings for strength and rust-resistance. I chose bright red for the PVC outer sheathing, but loads of shades are available.

The new flexis were turned around in less than a day, which at £118.80 for all six is bloody great service. Now I just need to order another set for the Sapphire...

THANKS
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New flexis were turned around in less than a day!





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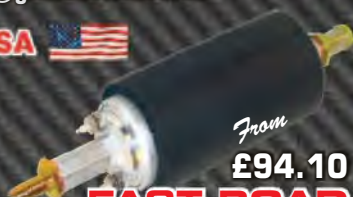


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WHAT:
SIMPLY FORD
CAR RALLY
WHERE:
BEAULIEU
NATIONAL
MOTOR
MUSEUM

SIMPLY FORD CAR RALLY



Mk1 FRS was looking tough!



We head to the Simply Ford Car Rally at Beaulieu National Motor Museum to join the Blue Oval fun...

Held in the grounds of the fantastic Beaulieu National Motor Museum located in the New Forest on the South Coast, Simply Ford is one of the many single marque events the museum holds throughout the year. They welcome all Blue Ovals and this year was the 50th anniversary of the iconic Transit Van, and what better way to celebrate than to have the legendary Super Van 3 in attendance?

There was a talk from one of its keepers, and a hearty rev of its Cosworth V6 - which could be heard no matter where you were! Sadly there was no place to see it in action, you need to head to somewhere like the Festival of Speed at Goodwood to see it used in anger.

Despite the drizzly weather people travelled far and wide to come and show off their pride and joy, check out other people's fast Fords, and take a chance to visit the museum itself - the cost of which was included in the show entry price - making it a real great day out for the entire family.

All sorts of cars attended from mint original classics such as a super cool Pop' to brand new RS and ST models, and of course the Cosworth generation that we all know and love was well represented too!

In particular was a great showing from the Electric Orange ST Owners club, who brought some much-needed vibrancy to the grey British day. Along with that was an amazing DIY-built Time Attack Ka running a Zetec Turbo engine with full cage and aero modifications, and an unusual Escort RS2000 with its engine mounted in the boot! It's great to see such unusual and largely unpopular cars being modified and used for competition.

Overall it was a great day out, and one we're glad we attended, and with a huge variety of shows and events coming thick and fast throughout the summer months we can't wait to see many of the awesome Blue Ovals from Simply Ford, along with plenty of other finely-fettled fast Fords at the numerous shows over the coming weeks and months!





Supervan 3 was present to celebrate the Transit's 50th birthday!



The Cossie generation was well represented too!



The Electric Orange STs added some much needed colour!



Time Attack-style Ka was certainly different!



Words and Photos:
Matthew Dear



Hmmmm, that looks it's got some serious power!



There was a good showing from the Mondeo STs too



SIMPLY FORD CAR RALLY

72 FAST FORD



Simply Ford is open to all models, old and new...



For many, this can be considered the perfect pair!



RS2000 with a rear-mounted motor raised a few eyebrows



Wideboy...



The mighty Mk2 Focus RS put on a good showing





The Original Groovers

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Words: Dan Furr Photos: Adrian Brannan

TAILOR MADE

This stunning **340bhp** three-door Sierra might have started life as a humble 1.6-litre base model, but it's now powered by the tuned engine and transmission of a mighty Sapphire RS Cosworth 4x4...



When you look back at your car history, the chances are that you'll be able to pinpoint standout features of past rides that you wish were present in your current motor. Perhaps you like the way that a former steed handled? Maybe it had a nifty in-cabin cup holder? Either way, wouldn't it be nice to combine the best bits about all of your former chariots into one

fantastic four-wheeled package?!

Clacton-on-Sea resident, Roxy White, has done exactly that. The 28-year-old has been tinkering with Blue Ovals for years, and her desire to personalise some of Ford's factory models has led her to build some interesting motors.

"I have a long term restomod project in the form of a Mk3 Capri running the 24-valve V6 engine ripped out of a Scorpio Cosworth," she tells us. "I love the smooth

power delivery of the 2.9-litre lump, but I adore the looks of the Capri. It made sense to combine the two in order to have the best of both worlds!" she smiles.

At one point, it looked as though YB power might have been called upon to propel the Capri, encouraging Roxy to seek out a donor Sapphire RS Cosworth. A friend of the White family pointed her in the direction of a four-



DRIVER SPEC

ROXY WHITE

Age: 28

Job: I work in retail

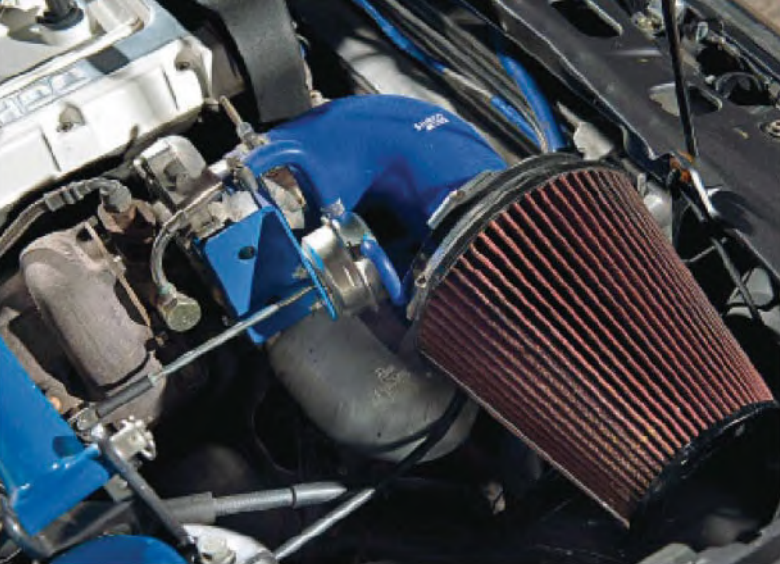
First Ford: A Ford Capri that I still own

Favourite Ford: RS200 in full racing livery

Best mod: The paintwork

What's next: The car will now be put to use as my daily hack. Time to resume work on the Capri!





T34-equipped YB produces a healthy 340bhp!

“Her once-humble Sierra is now packing a mighty punch thanks to a YB”

➤ wheel drive example that had been advertised with an admission of accident damage, but the car’s cosmetic condition mattered not when all Roxy was interested in was its desirable powertrain.

“The Sapphire had been in a prang, but the overall condition of its bodywork wasn’t as bad as I was expecting it to be,” she continues. “Furthermore, the service history that accompanied the car proved that it was a low-mileage example of a classic Cossie. I soon began to regard it as more than just a donor vehicle for my ongoing project, and I reasoned that a ‘fourby’ Sapphire could make for an excellent daily driver,” she says.

The compromised Cossie was soon hauled back to Roxy’s Essex

home where it was promptly joined by a second Sapphire. The latter was bought as a parts donor that would give up its wings, a door and various bits of exterior trim in an effort to return the Rallye Sport to the road, and Roxy was being carted about for the weekly shop and the daily school run by her straightened Saph thereafter.

“I didn’t like it!” she cries. “The car wasn’t much fun to drive, and I considered it to be too sensible in its standard state of tune. That said, I could appreciate the benefits of being in a Ford that rocked a four-wheel drive chassis, and there was no denying the potential of the Cosworth YB powerplant. I turned my attention towards the Capri and tried to get a handle on the amount of

TECH SPEC

SIERRA 4X4

ENGINE

2-litre 16-valve DOHC YB Cosworth, 200 block, Vibra Technics engine mounts, Group A air filter, T34 turbocharger, -31 actuator, RS500 intercooler, 3-inch stainless steel exhaust system, Bailey oil breather system, L8 ECU with MSD 340+ chip, MSD wasted spark ignition, 3-Bar MAP sensor, Bosch 044 fuel pump, Bosch 803 dark green injectors, Bailey swirl pot, Matt Lewis fuel pump and fan looms, Bailey header tank, alloy radiator, Samco silicone hoses

POWER

340bhp (owner estimate)

TRANSMISSION

Sapphire Cosworth 4x4 system and gearbox, short shift gear selector, OE flywheel, organic clutch

SUSPENSION

Koni Sport adjustable dampers, 909 front strut brace with quick-release pins, top mounts and brace pins painted blue, Sparco rear strut brace, Sapphire Cosworth 4x4 anti-roll bars, polybushed throughout

BRAKES

Sapphire Cosworth 4x4 front and rear calipers, OE spec discs and pads, braided hoses

WHEELS & TYRES

8x16-inch Escort Cosworth alloy wheels painted Volkswagen silver, Yokohama Parada Spec 2 205/40/16 tyres, Mondeo slim-fit spare wheel

EXTERIOR

Three-door Sierra non-sunroof model painted Land Rover Bonatti Grey, genuine RS Cosworth bodykit and bumpers, RS500 foglight grilles and front splitter, RS500 upper and lower rear spoiler, smoked rear lights and side repeaters, Mk6 Escort aerial

INTERIOR

RS500 seats and door cards, grey Sapphire Cosworth dashboard, RS four-spoke leather-trimmed steering wheel, SEC datastream monitor, turbo timer, Pioneer head unit and rear speakers

THANKS

Pedro and Adam at Pedro’s Motorsport for everything that they have done for me, Rob at Immaculate Detailing, and thanks to Matt Lewis for letting me chew his ear off!

work that would be involved in transplanting the guts of the RS into my cool coupe,” she admits.

It was while trying to establish the level of toil that lay ahead of her that Roxy stumbled upon a base model 1.6-litre three-door Sierra ➤





“Choosing the right colour was something that I treated with the utmost of importance”



that had been crudely modified in attempt to prepare it for track use. “An advertisement for the car appeared in online search results while I was looking for Sapphire-related reference materials,” she confirms. “I’ve always liked early Sierras, although this particular example was wearing a shocking rattle-can matt black paint job! Overspray was evident across all of the car’s windows, yet I was impressed by the fact that the guy who placed the ad had invested in RS wheel arch extensions, matching bumpers, RS side skirts and an all-important whale tail in a bid to decorate the car with genuine Cossie gear,” she says.

Any notion of dropping the Sapphire’s turbocharged two-litre engine into the Capri was immediately dismissed when Roxy found herself entertaining the idea of adding the three-door to her ever-growing collection of fast Fords. Moreover, plans to use the Capri as the subject of an ambitious four-wheel drive conversion were also shelved

when it became clear that the A-plate Sierra would offer an arguably more accommodating platform for the same update. Additionally, with bags of luggage space in its boot, it was clear that the three-door would be perfectly capable of performing as a daily driver if it was allowed to be stripped and rebuilt for the road. Without much in the way of hesitation, Roxy parted with her hard-earned!

Plans to treat the three-door to a bare metal restoration were drawn up, and Roxy – a capable spanner juggler – was ready to get stuck in when she found out that she had fallen pregnant with her second child. Understandably, she was reluctant to engage in any unnecessary physical activity that might compromise her ‘with child’ status, but her years of toying with Blue Ovals enabled her to call upon the services of friends and fellow Ford enthusiasts who were more than happy to carry out the work on her behalf.

“My good friends, Pedro and Adam, share a



Cossie upgrades also include a full interior makeover too!





workshop near my home town, and they were called upon to strip the Sierra before fabricating and installing a new transmission tunnel that would accommodate the Sapphire's gearbox and propshaft," she explains. "Meanwhile, I amassed a stockpile of RS500 parts that included seats and door cards, rear spoilers and a front splitter. I also bought a set of EsCos alloys and a suspension kit that comprised Koni adjustable shock absorbers, strut braces and polybushes," she adds.

Pedro states that the work needed to transplant the underpinnings of a four-wheel drive Sapphire RS Cosworth into an early Sierra isn't as much of a ballache as it might sound. In fact, he reckons that the biggest challenge that he and Adam faced was the manufacture and repositioning of anti-roll bar brackets and various mounting points on the older car's shell before it entered the spray booth for a fresh lick of paint. No rattle can action here, then?!

"Choosing the right colour was something that I treated with the utmost of importance," stresses Roxy. "I looked at Moonstone Blue, but the car's legitimacy as a genuine RS would always be brought into question whenever it was spotted out and about by eagle-eyed Ford fans. Instead, I decided to opt for Land Rover Bonatti Grey with the addition of clear indicators, smoked rear

lights, smoked side repeaters and RS rear decals," she says.

The three-door was slowly built back up with a whole host of Sapphire gear (including the donor Cossie's dashboard and a four-spoke RS steering wheel). Along the way, Roxy confirmed her desire for serious street power, and her once-humble Sierra is now packing a mighty punch thanks to a YB equipped with a Level 8 ECU and an MSD 340-plus bhp chip, a T34 turbocharger, an RS500 intercooler, a three-inch stainless steel exhaust system, a Bosch fuel pump, dark green injectors, a Group A air filter and an uprated oil breather kit. Vibra Technics engine mounts keep the nuts and bolts in place, while an organic clutch has been added for good measure.

So how does this clever hybrid of two fabulous Fords perform on the road? "The MSD chip was applied immediately before my *Fast Ford* feature photo shoot, meaning that I'm treating the engine with kid gloves while I let the car's mechanical components settle into place!" chuckles Roxy. "I can't wait to give it some beans as soon as I'm given the go-ahead following a forthcoming rolling road session!" she laughs.

Roxy's Sierra may well be a mix and match of various parts from different models, but when they all come together like this to produce such an awesome and capable car, who really cares? We don't, and neither does Roxy! 🚗



Roxy can't wait to give it the beans once the YB is run in!



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Words: Dan Williamson

3 OF A KIND

INSURANCE-FRIENDLY MOTORING

Sky-high insurance premiums may affect many fast Fords, especially if you've only recently passed your test, but you can have a fast, fun, and affordable Blue Oval if you know where to look...

Fancy a flame-spitting 500bhp Focus RS? Of course you do. But life isn't quite that simple, and we all have practicalities to bear in mind. Practicalities such as purchase price, running costs, day-to-day usability and that ancient fear of every fast Ford owner: insurance.

Yes, while some of us old folk can feasibly afford the premiums on high-performance cars, many of us are high-risk drivers – perhaps we're too young, we have too many points on our licences, we live in dodgy areas or we've had one too many accidents.

And even if none of those factors apply, there are still many of us who like to save the fire-breathing monster for weekends, and drive something sensible everyday instead.

But let's not forget: sensible doesn't necessarily mean boring. Many Fords can be enormous fun even if they're small-engined, cheap to buy and - best of all - easy to insure.

So whether you're lacking a no-claims bonus or fancy a frugal runaround, here's our selection of enjoyable Blue Ovals that aren't on the insurance high-risk radar.

THE CARS

You want sporty? You want cheap? You want something that won't cause your insurance broker to spill coffee over his keyboard or bend you over while extracting those premiums? Of course you do - so here are three insurance-friendly solutions to help you build that no-claims bonus.

1

FIESTA ZETEC S MK5

Okay, insurance group 17 isn't especially low, but many mainstream insurers and internet comparison sites view the Zetec S as just a 1.6-engined Fiesta, with suitably small premiums.

2

SPORTKA

Probably the easiest to insure in our trio, the SportKa sits in group 15 (or group 16 for the plush SE spec) and hasn't set wheel anywhere near the high-risk radar. Ideal, no matter what your age or driving experience.

3

FIESTA ZETEC S 1.0

With its tiny one-litre, three-cylinder engine, insurance companies think your Zetec S is nothing more than a shopping trolley - thus the group 15 rating. Not bad for a 123bhp terrier. Even the funky Red and Black editions are only group 18 - with 138bhp!

TECH SPEC + HISTORY



FIESTA ZETEC S MK5



SPORTKA



FIESTA ZETEC S 1.0



+ TECH SPEC

MADE BETWEEN

2000 to 2002

POWER

101bhp @ 6000rpm

TORQUE

107lb.ft @ 4000rpm

0-60MPH 10.2 seconds

TOP SPEED 113mph

ENGINE

1596cc, four-cylinder, 16-valve Zetec SE, Siemens fuel injection, Ford EEC-V management

TRANSMISSION

Front-wheel drive, five-speed manual, 4.25:1 final drive, traction control

BRAKES

258mm discs (front), 190.5mm drums (rear), ABS

SUSPENSION

MacPherson struts, gas dampers, 13mm lowered springs, (front), uprated twist beam, 10mm lowered coil springs, (rear), uprated PAS

WHEELS AND TYRES 6x15in alloys, 195/50R15 tyres

INTERIOR

Sports front seats, white dials, leather steering wheel and gearknob.

EXTERIOR

Three-door Fiesta, mesh grille, body-coloured front bumper, mirrors, side skirts, rear bumper and tailgate spoiler.

+ HISTORY

Back in the days of a sporty badge resulting in laughable insurance premiums, Ford's introduction of the nondescript Zetec S tag resulted in a racy-looking little hot hatch packed with proper performance upgrades.

Based on the lacklustre Fiesta Mk5, the Zetec S arrived in March 2000, making full use of Ford's parts bin and economic ingenuity. From the Focus 1.6 came a revvy 101bhp Duratec SE powerplant, coupled to a close-ratio gearbox and buzzy final drive ratio for on-the-ball drivability.

The suspension was lowered and uprated, the steering was sharpened and the brakes were made bigger. Meanwhile Racing Puma-style multi-spoke 6x15-inch alloys were stuffed underneath suitably beefed-up bodywork. The option of Imperial Blue paintwork secured the Zetec S's place in Ford's performance line-up,

along with the sporty colour-keyed interior trim.

Never mind the mere 113mph top speed, this car had huge appeal behind the steering wheel. Its short production run (which ended in April 2002) led to a big following that remains today – thanks in part to excellent tunability but also accessible insurance in very reasonable group 17.



The Mk5 Fiesta Zetec S can be the perfect first car for Ford fans!



+ TECH SPEC

MADE BETWEEN

2003 to 2008

POWER

94bhp @ 5500rpm

TORQUE

100lb.ft @ 4250rpm

0-60MPH 9.7 seconds

TOP SPEED 108mph

ENGINE

1597cc Duratec Ro-Cam, iron block, alloy head, SOHC, Siemens management

TRANSMISSION

Front-wheel drive, five-speed manual, 4.06:1 final drive

BRAKES

258mm discs (front), 203mm drums (rear), ABS

SUSPENSION

MacPherson struts,

uprated springs, stiffer ARB, widened track (front), twist beam, uprated springs, stiffer ARB (rear)

WHEELS AND TYRES 5.5x16i alloys, 195/45x16 tyres

INTERIOR

Sports front seats (dual leather trim on SE), white dials, alloy gearknob, air conditioning (SE)

EXTERIOR

Ka hatch, body-coloured front and rear bumpers, flared wheelarches, rear tailgate spoiler

+ HISTORY

Ignore the girly image. Ignore the awkward styling. The SportKa was – and is – more fun than you've a right to expect.

Launched in May 2003, the SportKa was a long-overdue upgrade of the original Ford Ka, which had trundled along for five years with a sprightly chassis and an engine that was mentioned in the Bible.

Instead of the original Ka's rattly 1.3 Endura engine, the SportKa gained a 93bhp, 1597cc Duratec mated to a perfectly-gearbed IB5 five-speed 'box. A top end of 108mph didn't sound very special, but every SportKa journey could be taken flat out, such was the nature of its stiffer suspension, 16-inch alloys and Focus 258mm front discs with ABS.

And it even managed to look the part. Big bumpers, wide wheelarches and a rear spoiler transformed the bodywork, while the interior gained

sports seats and alloy trim. Better still, SE spec added leather upholstery, electric mirrors and air conditioning, which raised the standard SportKa's group 15 insurance to 16.

The SportKa continued until May 2006, and the SE was dropped in summer 2008. Buy one today, and your insurer won't bat an eyelid.



Being a lowly Group 15 means the SportKa is very cheap to insure



+ TECH SPEC

MADE BETWEEN

2012-on

POWER

123bhp @ 6000rpm

TORQUE

125lb.ft @ 1400-4500rpm

0-62MPH 9.1 seconds

TOP SPEED 122mph

ENGINE

999cc, three-cylinder, 12-valve EcoBoost, Ti-VCT, turbocharger, direct injection

TRANSMISSION

Front-wheel drive, five-speed manual, traction control

BRAKES

258mm discs (front), 200mm drums (rear), ABS

SUSPENSION

MacPherson strut

front/twist beam rear suspension, 10mm lowered coil springs, 22mm front anti-roll bar

WHEELS AND TYRES

6.5x16in alloys, 195/45R16 tyres (optional 17in alloys)

INTERIOR

Sports front seats, air conditioning, leather steering wheel, alloy pedals

EXTERIOR

Three-door Fiesta, deeper bumpers, tailgate spoiler, side skirts, projector headlamps, heated windscreen

+ HISTORY

Don't snigger. It's got three cylinders and a microscopic 999cc engine, but the Fiesta Zetec S 1.0-litre sits at the heart of future Ford tuning. Not only does it boast 123bhp in standard trim (more in hotted-up versions, including the sporty Red and Black editions), its Ecoboost engine produces 202bhp in single-seater Formula Ford racers, with only mild modifications.

The Zetec S 1.0 arrived in spring 2012 to replace a 118bhp 1.6 version, in the current facelifted body shape – again, only in three-door guise. It continued the same sporty theme, including stiffer suspension, deeper bumpers, black mesh grille, side skirts, large rear spoiler and a racy interior with contoured seats and alloy pedals. A set of 16-inch alloy wheels helped to exploit the Mk7's tight chassis and aided the Fiesta's funky, fashionable image.

August 2014 added the Red Edition and Black Edition, each boasting 138bhp, 155lb.ft torque, 125mph and 0-to-60mph in 8.7 seconds. Spec was improved too – including black-painted 17-inch alloys and unique contrasting paintwork (Red with Panther Black roof and door mirror caps, and Black with Race Red bits). And despite all this it still sits in insurance group 18.



Thanks to its tiny 1.0 litre engine the Mk7 ZS is insurance friendly

BUYING + OWNING

Keep an eye out for rot when buying a Mk5 Fiesta Zetec S



FIESTA ZETEC S MK5

+ BUYING

Rot will be your biggest worry. First inspect the rear wheelarches, sills (especially behind the skirts), doors and rear quarters where they meet the back panel. Then search everywhere else – the Mk5 body was based on the Mk3 Fiesta, so it could be very rusty.

Avoid a Fiesta with transmission trouble (noise or notchiness suggests worn synchros) but don't worry about a rattle at idle that disappears when you press the clutch; it's probably the clutch release bearing. A slipping clutch is easy to spot, while a sloppy change could be a tired linkage.

Engine problems are also a no-no – the Zetec SE is prone to using oil through leaks or breathing, but heavy consumption and/or smoking is bad news. Rattling at start-up is fine, but run away from any knocking.

Early engines suffered crank bearing failure from 50,000 miles, requiring a rebuild; the pre-2001 Zetec S (known as the phase one) had a silver-top engine (with bare alloy cam cover) which was a weaker than the phase two's black-top version with plastic cover.

Other phase two revisions included darker grey trim colour, wheels without centre caps and an internal boot release button. Seek out a later car if possible.



As with lesser models rust is the SportKa's biggest enemy!

SPORTKA

+ BUYING

Rust, rust and more rust. The regular Ka is renowned for rotting, and its sportier counterpart continues the tradition. And because corrosion can reduce a SportKa to scrap, it's crucial to check everywhere – and we mean everywhere – for rot.

The sills are worst of all, and by now most have been welded. The same can be said for the steel around the fuel filler – if it's not been fixed, it's probably overdue.

It's also vital to inspect the A-pillars, inner wheelarches, B-pillars, doors, tailgate (especially around the wiper), floors and so on. Even the fuel

tank could be rusty enough to leak!

Mechanically, nothing should be terminal, although the Duratec Ro-Cam engine has been known to destroy head gaskets pretty frequently. Check for the usual symptoms, such as water and oil mixing, along with misfiring. Rough running and poor idling may also be caused by a knackered idle control valve (cheap to replace) or duff ECU – which can be an expensive nightmare if a factory reflash doesn't cure it.

Leather-equipped SE models are worth the extra cash, and sought-after Imperial Blue or Panther Black paintwork fetches most money.

Most Mk7 ZSs will still be covered by the Ford warranty



FIESTA ZETEC S 1.0

+ BUYING

New or used? It might sound like an obvious question, but if you work out the figures, a brand-spanker could come out on top. Not just based on finance deals and warranty packages, but also under outright purchase costs – check the offers from brokers, which sometimes knock over £2000 off retail price.

Several option packs are available, so it's worth holding out for the kit you require. The Convenience Pack adds keyless entry, Powerfold mirrors and starter button, while the City Pack buys rear parking sensors and Powerfold mirrors with puddle lights. Eight-spoke 17-inch rims

are a nice option, while rear privacy glass, automatic wipers, cruise control and climate control all add value. Most desirable are sat nav/ bluetooth audio and heated leather seats.

Most Zetec S 1.0s are still under Ford warranty, so many ailments are covered. Even so, check for clutch slip or transmission noise, and feel for juddering through the steering wheel – it could be dodgy brake discs, but also buckled wheels.

Crucially, inspect the car for signs of accident damage (overspray, off-colour panels, paint runs, misaligned panel gaps or creases) or corrosion – some Mk7s have rusted on their rear wheelarches and door bottoms.

+ OWNING



Heaters blowing only hot air is a common Zetec S problem, but is easily fixed

Regular servicing is crucial – especially engine oil changes. The Zetec SE is sensitive to low levels, so beware the consequences. It's also prone to oil starvation on track, so invest in a baffled sump and even an oil cooler.

If you're experiencing poor performance and slow starting, a replacement coil pack is usually the cheap and simple solution. Rough running is often cured by swapping the idle valve, an ECU reset may rectify rich running, and a sticky throttle pedal points to the throttle plate catching on the housing.

Watch out for engine overheating, which can result in a heater that's

blowing only hot air – even though a faulty fan is more likely. Electrical switches and heater control valves are known for playing up.

No Zetec S should have soggy suspension – if so, the shock absorbers are probably leaking, or the front anti-roll bar bushes could be shot, and will most likely be clonking; polyurethane replacements are the answer. If there's clicking on full lock, look at the driveshafts, which are cheap to repair.

Juddering through the steering wheel and pedals is a symptom of duff front brakes; replacing the discs and pads is the answer.

+ OWNING



Aside from the rust issues, the SportKa is fairly robust

Rust treatment will be the best investment for the owner of any SportKa. A comprehensive scheme of painting and undersealing the floorpan and inner wheelarches, and applying cavity wax everywhere will keep your car alive – even if you're planning on owning it for only a couple of years.

Keep water away from the bulkhead, ECU and wiring loom, and ensure the door rubbers don't leak – wet carpets will soon become a rusty hole in the floor...

The impressive suspension is prone to typical older-Ford problems, such as knocking and wandering due to soggy bushes (replace with

polyurethane), ball joints and dampers, or broken drop links, springs and floaty power steering. Brakes wear quickly too. Most bits are inexpensive to fix.

Electrical problems are also common – particularly the central locking motors, heater fan, remote tailgate release, rear wiper and rear light earth connections. Beware of iffy headlamps, because they're sealed units that cost a packet to replace.

Finally, although insurance is cheap, running a SportKa doesn't always prove to be economical – road tax is reasonably high, and fuel consumption is high for a car of its size.

+ OWNING



Water ingress can play havoc with the Fiesta's electronics, so make sure the cabin is water tight

Sticking to servicing schedules is essential to maintain the factory warranty, so ensure they're carried out every year or 12,500 miles, with cam belt replacement at 100,000 miles or eight years.

If anyone tells you the steering column needs replacing because it clonks, change and tighten the pinch bolt instead – it's probably the cure.

Check the cabin and boot area regularly for leaks, especially the carpets and spare wheel well. Door rubbers often peel away and flail around, while tailgate hinges and back lights let water through.

It's common for the boot release button to fail when

moisture gets into the microswitch, resulting in refusal to close or continual opening when driving along. Replacement is cheap and simple.

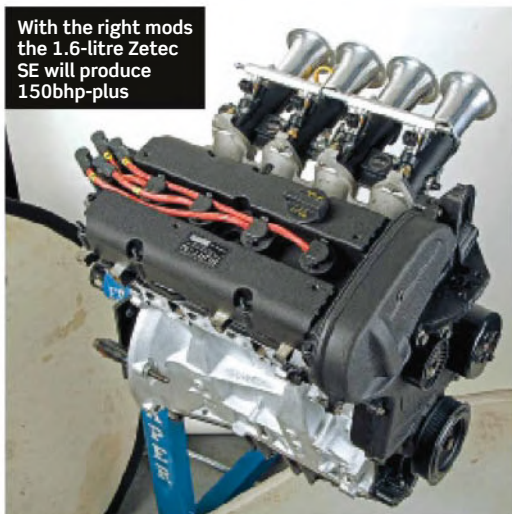
Other potential electrical pitfalls include faulty steering wheel audio controls and dodgy airbag/seatbelt warning lights.

The interior is also prone to rattles and creaks, notably around the dashboard instruments, heater controls, A-pillars, and seats. Bits of foam are often the cure.

Best of all, invest in a quickshift kit for a vastly improved gearchange, along with uprated shifter base mounts to stop the gearstick waggling around.

+ MODIFYING

With the right mods the 1.6-litre Zetec SE will produce 150bhp-plus



More power will be high on your agenda, but don't forget you'll radically affect your insurance policy.

An uprated air filter and four-into-two-into-one manifold and system are the first upgrades. Uprated cams and a remap come next, resulting in around 130bhp.

At this stage you'll need to replace a silver-top's cylinder head with a black-top version, after which you can fit throttle bodies. With stronger rod bolts and valve springs, you'll see 150bhp-plus - maybe 180bhp with a gas-flowed, big-valve head.

Over 200bhp is possible with forged rods, pistons and wilder cams, but you'll see as much from turbocharging an

otherwise standard engine. Kits are available off-the-shelf, including new manifolds, management, decompression plate, injectors and fuel pump.

Still, an engine transplant would be cheaper. The easiest is the Puma's 1.7-litre motor; it pushes 123bhp stock and drops straight in. Better still, the Racing Puma powerplant makes 150bhp.

Want more? An RS Turbo's CVH is DIY-able, or a ZVH or turbo'd Zetec for a bit more work and even more grunt. Mk5s have also been fitted with a Mk6 Fiesta ST Duratec and even a Mk1 Focus RS unit - it depends on budget.

The Zetec S's standard gearbox is tough; the clutch can handle 140bhp, and an

uprated Helix or AP will cope with plenty more. Adding a limited-slip differential is recommended (an ATB or an RS Turbo series two viscous diff), as is a Puma 1.7 transmission - or LSD-equipped Racing Puma 'box.

Although Zetec S suspension is naturally sharp, Powerflex bushes are an improvement. Lowering springs on uprated dampers are ideal for fast-road use, along with strut braces and rear axle spacers if you fancy track work.

In which case, you'll benefit from bigger brakes. Mondeo or Mk6 Fiesta ST setups work well, but if you fit bigger wheels, Focus ST170 300mm discs and calipers are a great upgrade.

+ MODIFYING



Braking was never a SportKa strongpoint, so upgrades are well worthwhile

There's a good reason why we don't see many SportKas featured in *Fast Ford* - because they're not easy to modify.

But that's not to say nothing can be improved. An air filter and sports exhaust will sound the part, even if they don't produce massive gains. But you will see results from a four-into-two-into-one exhaust manifold and performance camshaft, along with aftermarket piggyback ECU. Now, you might struggle to find a UK supplier for such goodies, but South African setup Steve Wyndham Racing will supply them all, resulting in about 120bhp.

If you want more, you'll need to go for a custom

build. With a T2 turbo, intercooler and clever mapping, you'll certainly transform the power delivery.

An engine transplant could be more cost-effective - typically a Mk5 Fiesta Zetec S 1.6 or Puma 1.7-litre powerplant, which is capable of 200bhp when modified. Similarly, a turbocharged CVH, ZVH or Zetec will fit snugly into the SportKa's engine bay, and offers almost unlimited power potential.

The SportKa's unique IB5 gearbox will handle any tuned Duratec Ro-Cam, but if you choose an engine transplant, get the gearbox to suit.

But what about the running gear? Braking was

never a SportKa strongpoint, so it's wise to follow the Fiesta pattern of Mondeo V6 discs and calipers, or 280mm bits form a Fiesta ST150. Focus ST170 300mm front stoppers will fit in a similar fashion, and should even seat behind the standard 16in alloys.

SportKa suspension was well-tuned from the factory, offering a wider track, reinforced crossmember, 64 percent stiffer front anti-roll bar, 30 percent harder front springs, 45 per cent stiffer rear twist beam and increased camber. As such, you'll not do better than a set of lowering springs and uprated shock absorbers, along with a set of Powerflex polyurethane bushes.

+ MODIFYING



The sporty Red and Black editions of the Mk7 Zetec S come with 138bhp as standard

EcoBoost tuning is still in its infancy, but you can guarantee it won't be long before we're seeing 300bhp per litre!

Before then, though, the first step could be a software update from the Red or Black Edition, which results in an instant 138bhp and shouldn't affect the factory warranty. Mountune's MP135 package does a similar job and also includes a performance panel filter too, also retaining the factory warranty.

Alternatively, invest in an aftermarket remap. Superchips was one of the first firms to crack the EcoBoost, and reckons to add 31bhp and 35lb.ft torque.

Adding a performance panel filter makes sense, as

does a sports exhaust system; Milltek's is available in a variety of configurations.

At this stage you'll benefit from a cold air induction kit plus an enlarged front-mounted intercooler from the likes of Airtec, upping power to around 170bhp. Another mountune kit is available at this level to - the MR165 - which includes induction kit, charge pipe and silicone hose upgrades, a larger intercooler, and, of course, a different ECU calibration. The MR165 works with both the 123bhp and 138bhp versions.

Next up, add a hybrid turbo for up to 200bhp. Until that point, you'll be safe with the standard gearbox, although an uprated clutch

and Quaife limited slip differential will come in handy.

The stock Zetec S 10mm lowered suspension is effective but too high, so invest in 30mm Eibach springs or a set of coilovers wound down no more than 50mm for road use.

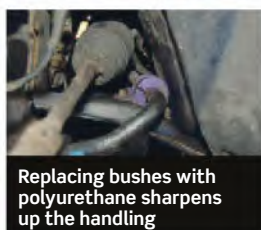
Eibach's 25mm front anti-roll bar is well respected, along with a 21mm rear. Meanwhile, polyurethane bushes and an uprated torque mount make the Fiesta feel firmer.

Zetec S brakes work okay, but Focus ST170 300mm front stoppers are much better. Wheel choice is plentiful, and up to 10-inch wide is possible with TGST's wide arch kit fitted!

3 OF A KIND

INSURANCE-FRIENDLY
MOTORING

Focus ST170 discs and Mk3 Mondeo calipers are a great brake upgrade



Replacing bushes with polyurethane sharpens up the handling

There are loads of tuning parts available for the Mk5 Zetec S



**FIESTA
ZETEC S MK5**

A turbocharged Zetec can be persuaded to fit the SportKa!



Performance parts are available for the Duratec Ro-Cam engine from specialists outside of the UK

SPORTKA

Coilovers will improve both the stance and the handling



It may be small but the 1.0-litre EcoBoost responds really well to tuning



**FIESTA
ZETEC S 1.0**

CONCLUSION

+ INSURANCE-FRIENDLY FACTS

Speak to a specialist broker for the best possible price on insuring a fast Ford



What makes an insurance-friendly Ford? We asked Paul Bostrom of specialists Need 2 Insure for a few tips...

"The three cars here are pretty insurance-friendly, but quotes are based on risk – nowadays there is no such thing as a cheap/easy car to insure because it all depends on the overall risk profile of the person.

"That said, there is still an insurance stigma over badges, yet some insurers haven't taken the RS history into consideration and rated the newer RSs as 2.5 Focus models – prices from these mainstream companies are ridiculously cheap but only cover for book value, which for the true enthusiast isn't really any good.

"Garaging is still a factor, postcode

areas still have a massive effect on premiums, as do claims and certain convictions.

"Discounts are available for club members. Limiting the mileage is a good way to reduce the premium, but beware if you add a named driver – specialist policies can be more expensive because it's the policyholder's pride and joy, and another driver maybe doesn't love the car quite as much.

"If you are modifying the car then talk to a specialist – we have a specific modified car policy that will not quote unless the car is modified, yet the scheme has a lot of discounts built into it as people who modify their cars tend to look after them better than those who don't, and premiums can sometimes be cheaper than for standard cars."

+ CLUB CONTACTS

Fiesta Mk7 Owners' Resource
www.fiestamk7.com

Fiesta Mk7 Owners' Club
fiestamk7.co.uk

Ford Fiesta Zetec-S Owners' Club
www.zsoc.com

Fiesta Club of Great Britain
www.fiestaclubgb.co.uk

Fiesta Owners' Club
www.fiestaownersclub.com

Fiesta Evolution
www.fiestaevolution.co.uk

ST Drivers
www.stdrivers.co.uk

ST Owners' Club
www.stownersclub.com

+ TUNING CONTACTS

TG ST
01934 750320
www.tgst.co.uk

Lightning Motorsport
07852 283216
www.lightningmotorsport.co.uk

mountune
www.mountune.com

Need To Insure
www.needtoinsure.co.uk

OC Motorsport
www.oc-motorsport.co.uk

SCC Performance
01727 867747
www.focusrparts.co.uk

Pumabuild
0121 356 2638
www.pumabuild.com

Pumaspeed
01924 360260
www.pumaspeed.co.uk

ShawSpeed
01925 594385
www.shawspeed.com

Steve Wyndham Racing
stevewyndhamracing.com

+ EDITOR'S PICK



"I'll be honest and up front straight away – I don't like, never have liked, and probably never will like the Ka, in any form, so the SportKa can be ruled out immediately.

The other two though, are very tempting and, for me at least, choosing between them would be down to budget. Having owned a Puma-powered Mk5 ZS I know how much fun they can be and how easy they are to modify. The Mk5 ZS really can be whatever you want it to be – whether that's a low-slung show stopper on hydros, or a full-on track beast, tuning parts are plentiful and easy to fit.

However, if my budget would stretch to it I think I

would choose the Mk7 Fiesta Zetec S. Ideally a new or nearly-new Red or Black version with the more powerful version of that truly awesome 1.0-litre EcoBoost unit. With so many cosmetic bits available for the Mk7 Fiesta (I'm thinking of the ST bumpers and skirts, or better still TGST's wide-arch kit!) it's easy to put your own stamp on things, and there seems to be new performance upgrades released for them at an almost alarming rate – so you'd never be short of things to add to the 'to do' list! All of that performance, style, and reliability coupled with great fuel economy is just a no brainer...."



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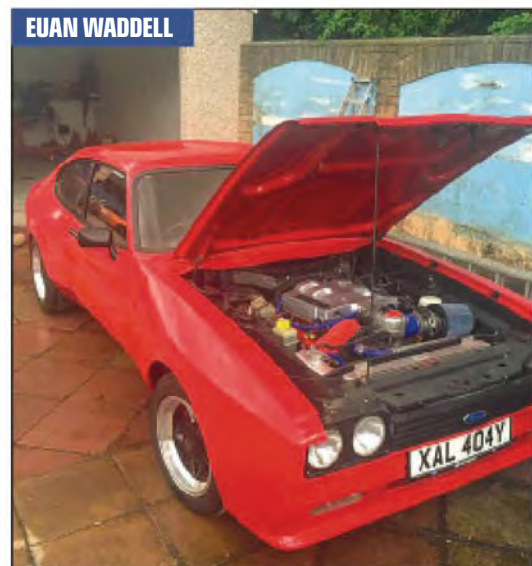
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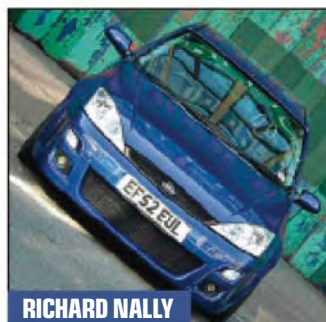
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FAST TECH



M-SPORT RALLY MUDFLAPS FROM £49.99

M-Sport have been busy and hot on the heels of the products featured last month, they have released a range of branded rally style mud flaps. Each kit is tailored to fit a range of fast Fords, without the need to drill fresh holes in your pride and joy, and they come complete with all the necessary clips, screws and brackets for a neat and simple installation. Currently available for the Mk6 Fiesta ST and ZS, Mk7 Fiesta ST and ZS, Mk1 Focus RS, Mk2 Focus ST, Mk2 Focus RS and Mk3 Focus ST hatchback or estate.

www.m-sportstore.com

GAZ FIESTA MK3 COILOVERS

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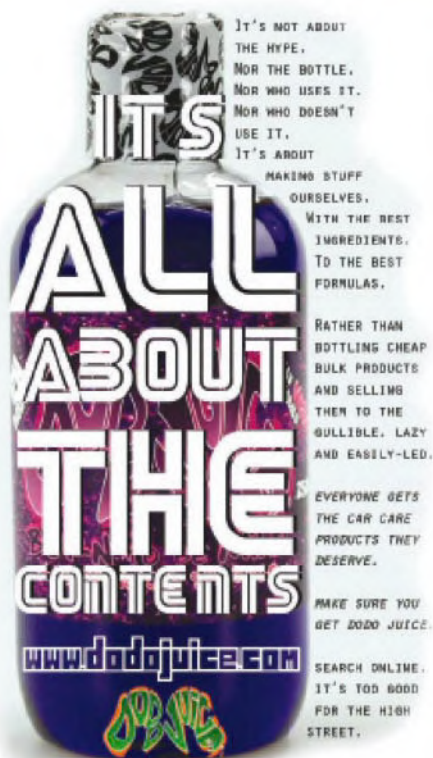
If you're looking to kit your Mk3 Fiesta out with some serious suspension, then these Gaz Gold coilovers are just what you need. Available for the Mk3 Fiesta XR2i, the Fiesta RS1800, and the Fiesta RS Turbo, these fully adjustable dampers will turn your humble Fiesta into a real track weapon. Plus, all kits are covered by a two year warranty too.

www.gazshocks.com



NEW STUFF

LATEST GEAR ON THE BLUE OVAL SCENE



M-SPORT WINDSCREEN SUNSTRIP

£24.99

Sun getting in your eyes as you are diving for that late apex? What you need is an M-Sport World Rally Team sunstrip! Designed and made by the same team that makes them for the WRC Fiesta, and available in two sizes to suit the Fiesta (and other small cars) or the Focus (and other medium size cars). Easily fitted at home with a small amount of skill, and a squeegee.

www.m-sportstore.com





FORGE MOTORSPORT

MK7 FIESTA ST COOLANT HOSE KIT

£72

Forge Motorsport have just released their new two-piece coolant hose kit for the Mk7 Fiesta ST. The hoses feature a special fluorosilicone lining to ensure they don't deteriorate over time when used with the latest OAT coolant technology as found on the Mk7 ST. As well as working with the OAT coolant, the Forge Motorsport hoses are also designed to withstand higher pressures and temperatures than the original items. Available now in three colours; red, blue, or black.

www.forgemotorsport.co.uk



MUC-OFF

HAND CLEANER

£10

Muc-Off's new antibacterial hand cleaner is a neat little product that you'll want to have in your garage. Intended for their range of cycling products, this Nano Grit Hand Cleaner not only removes grease, oil, and dirt (perfect for when messing with your fast Ford's dirty bits!) but it also conditions your hands, is antibacterial, and smells lovely too! What more do you want for a tenner?

www.muc-off.com

GAZ

MK3 FOCUS ST COILOVERS

£1103

Gaz have just announced the launch of their famed 'Gold' series coilovers for the new Mk3 Focus ST. With ride height adjustment through 60mm all round, and full damper rate control you'll be able to get the handling setup just how you like it. These new units come finished in a black zinc protective coating, complete with a new white Gaz logo. Like all Gaz Gold units, these are covered by a two year warranty too.

www.gazshocks.com



TAROX

FIESTA MK7 DISCS

FROM £174

Upgrading your Mk7 Fiesta's brakes has just got a whole lot easier thanks to a complete range of performance aftermarket discs from Tarox. Available for all models in the Mk7 Fiesta line up (including Zetec S and ST) these uprated discs offer a performance advantage and less tendency to fade. There are four styles to choose from; Zero, with its OEM-style looks, the diagonally vented G88, the JDM-inspired 'Sport Japan', and the spirally grooved F2000. Prices start at £174 for a pair of front discs.

www.tarox.co.uk

PRODUCT DETAILS

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ESSENCE WAX

KEY POINTS

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COST

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CONTACT

www.autofinesse.co.uk

TESTED

PUTTING NEW PRODUCTS
THROUGH THEIR PACES...

Words & Photos Midge Automotive Media



In the detailing world wax is an LSP (last step product), meaning it's the final layer of protection between your paintwork and the elements - that makes it about as important as it gets. The 100-year-old problem with wax though has always been ease of use. There's no denying plenty give a great result but more often than not that's at the expense of trying to get the buggie on there evenly and the residue off. It's usually a lot of effort and that's the last thing you want if you've just spent ages cleaning, polishing

and sealing the paintwork. Now, if you're some sort of detailing Action Man that's one thing, but for us mere mortals it's often a step we overlook, just because it can such a pain.

Auto Finesse say their new Essence wax is different. They say this all rounder not only provides "crisp bright reflections on silvers and whites as well as adding warmth and depth to dark metallic and solid paint finishes" but it's also one of the easiest to use on the market. Now, I'll be honest, I'm pretty lazy - so I'm all over that!



TESTING

I've tested a few Auto Finesse bits in the past and always been impressed so this time I took a risk - I decided to find out what it could do for the shine on my very own Imperial Blue Fiesta Zetec S. After a thorough clean and polish (it's worth remembering that surface preparation is everything) I got busy with the waxing.



WAX ON

Auto Finesse say to use a foam applicator to apply the product evenly, in small circular motions, sparingly over the entire car panel by panel. With any wax it's important to spread the product as thinly and as uniformly as you can. It's also crucial to make sure your car is cool to the touch, so never do it in the sun! Extremes of temperature are bad so make sure it's not boiling hot or snowing outside.



CURING

Essence takes 10-minutes or so to cure and this time is important to make sure all the organic solvents evaporate off effectively. Don't be tempted to wipe it over too soon, but equally don't leave it to dry on there for a fortnight before you decide to take off the residue.



WAX OFF

If you've got it on thinly the excess residue shouldn't be too much of a bugger to get off. If you're slapping on too much product all you're actually doing is wasting your own money – it's not much good to you wiped off on the cloth is it? Simply take off the residue with a fresh microfiber cloth and give it a good buff.

KNOWLEDGE: WAX VS POLISH

When it comes to waxing you only get out what you put in. A wax like this one provides a sacrificial protecting layer that lasts, in this case, up to three months. A polish is usually an abrasive compound used to prepare the surface and add even more shine. Polish to prepare, wax to protect. Simple.



LAYERING

If you're looking for ultimate protection you may want to bung on another layer or two. Some detailers swear by it, others say it's pretty pointless, but the choice is yours. With Essence you need to wait an hour between coats... time for another cuppa.

THE PRODUCT

Prices of premium waxes can run into their thousands so, while you may think £45 is a lot, for 200ml it's actually good value, especially as it's a top quality product that's been hand-blended in the UK.

Think of it like this, the paint is one of the most expensive areas of your car to sort out and repair, so protecting it for this sort of cash is peanuts, just add on £50 when you sell your 'immaculately maintained' fast Ford in the future and you've actually made a profit!

Essence contains 40-percent T1 Grade Brazilian carnauba wax, the best there is but, contra to popular belief, only a small part of the look the wax produces is from the actual carnauba content (it's actually not as expensive as you'd imagine). The rest is where the R&D comes in and is made up from the combination of other ingredients. Here we have a whole host of space-age polymers and gloss-intensifying oils which are designed to enhance both performance and protection, while keeping everything easy to use.

Wax is nature's own defense against the elements and it's no different for your car, this one is also designed to protect from environmental pollution like bird poop, tree sap and acid rain as well as repelling water. Interestingly too they say, as long as you don't use stripping polishes and abrasives, it can last up to 3 months.



MIDGE'S VERDICT


The key thing about this stuff, and the first thing you notice, is it's so easy to use an utter chimp could make a decent job of it. That's important too, because it sets it apart from so many out there. There's all these myths about carnauba wax content floating about so before anyone says "yeah but my wax is 100-percent pure carnauba" it really isn't. It would be harder than concrete and you'd never be able to use it. In fact, 40-percent is about the most you can get in there and still apply at room temperature and, even then, it's usually pretty hard stuff - no such problem here. The mixture of synthetic polymers and oils in the formula makes sure Essence simply melts and

spreads like butter without the need for excess pressure on the paint. It's actually a pleasure to use, I can't recall ever saying that about a wax before, quite honestly it's never been my favorite part of the detailing process, but this makes it a doddle!

Apart from the lazy 'wax on' bit and the fact it smells awesome I also liked the long curing time, you have to leave this stuff for 10-mins or so meaning you can get it on the whole car before you have to start buffing. That or just do the bonnet and grab yourself a cuppa in between. It's worth noting a little goes a seriously long way. I reckon you could make a tub like this last a year or so easily, even if you're

seriously into detailing.

Unusually, once cured, taking off the excess is dead easy too, unlike most products you don't need arms like Hulk Hogan to get going - get it on there nice and thin with an applicator sponge and there's hardly any effort required at all. And then there's the result. Get underneath sorted and with this you can't go wrong. The paint now has great reflections and a warm deep shine. The obligatory beading test was a winner too. Essence creates a hydrophobic surface where water just rolls straight off, just the way it should do.

To sum up, it does everything it should, and most importantly, it's well-priced and really easy to use. 



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CHRIS HABBERJAM MK2 MONDEO

+ Once a common sight on the UK's roads, the mighty Mondeo Mk2 is fast disappearing, and without fans like Chris Habberjam it will all too quickly be confined to the history books – just look at how quickly the Sierra disappeared, and the Cortina before that!

Chris's 2.0-litre example may not be the most powerful Mk2

produced, but thanks to a four-branch manifold, sports cat, Scorpion exhaust, uprated panel filter, Magnecor leads and custom inlet hoses, his is a fair bit more lively than most! Inside a full ST200 leather interior adds some sporty luxury, while the ST200 bodykit, mesh grilles, and Morette headlights take care of the styling too.

ADRIAN LENNON MK2 FOCUS ST

+ Adrian's Focus ST is a serious bit of kit, and has deservedly won awards at the prestigious *Ford Fair* in the last couple of years. Lift the bonnet and you're greeted with a sea of hydrodipped engine covers to brighten things up. But underneath all those pretty plastics lurk some serious engine upgrades, including a full Mongoose exhaust,

Anembo inlet plenum, and Dreamscience induction kit. The chassis is sorted too, thanks to a set of Cobra springs coupled to Bilstein dampers, and the 6-spoke aftermarket alloys barely cover the simply huge K-Sport brakes.

A front splitter, rear diffuser, and healthy dose of waxing are the only other exterior mods needed.



DAN FLETCHER ESCORT GTI

+ If ever there was an underrated fast Ford award, the Escort GTi would surely walk away as the winner! For affordable fast Ford fun you'd be pressed to find better, and when you take a look at Dan's fine example you can see just what can be achieved with the GTi. His Escort now breathes much easier thanks to a Mongoose exhaust system coupled to a K&N air filter. A custom remap

from Collins Performance livens things up further too. The Escort Cossie rims and stretched tyres tuck behind the arches and join a set of 40mm lowering springs to give an aggressive and meaningful stance. Next up, Dan plans to fit some upgrades from a 2.0-litre Zetec, including cams and throttle body, coupled to a 4-2-1 exhaust manifold, to give around 130-135bhp.





JOSH KNELLER MK3 FOCUS ST

+ Josh wasted no time in modifying his Mk3 Focus ST, one of the first face-lifted examples to hit the streets earlier this year. Immediately Josh replaced the standard exhaust with an uprated system from Milltek including a non-resonated cat-back, and then swapped the stock intercooler for an improved version from Panda Motorworks. A Revo

intake manifold replaces the original, while a Cobb V3 handset programmed with a Panda Motorworks custom map was installed to control everything. Josh has done more than just tinker under the bonnet too. The ST sits 20mm lower on H&R springs, gear changes are sharpened up with a Cobb short shifter, and braking is improved thanks to a set of Mintex pads!



CHRIS HORSEY MK6 FIESTA ST

+ Everyone might be ranting and raving about the Mk7 Fiesta ST these days, but let's not forget just how great its predecessor is! Chris has made his Mk6 ST even more thrilling thanks to a selection of perfectly chosen mods and upgrades that all work together to produce one seriously sorted hot-hatch! Under

the bonnet Chris has added a full Milltek exhaust, a mountune CAIS, and a Devil Developments remap. The Mk1 Focus RS splitter, Triple R rear diffuser, RS bonnet lip and bonnet vents, tinted windows, and wind deflectors take care of the styling perfectly. And the Comp MOs in BMW 'Sepang Bronze' finish it all off nicely!



TERRY ENGLISH S1 RS TURBO

+ Terry's S1 looks better today than it did when it rolled off the production line over 30 years ago. And that's because Terry has just completed a full 'nut-and-bolt' restoration on his beloved RS, after it had been laid up for over 12 years! Terry has also opted to return the car to its rather rare 'non-custom spec' former glory. The restoration has seen the bodywork stripped

to a bare shell before any required remedial work could be completed. Then, with everything like new, a fresh coat of Diamond White was applied. At the same time the engine has been stripped and rebuilt – even the nuts and bolts on the engine have been zinc-plated to look like new again! The whole process has taken Terry just over a year to complete, but you'll agree the results look amazing!



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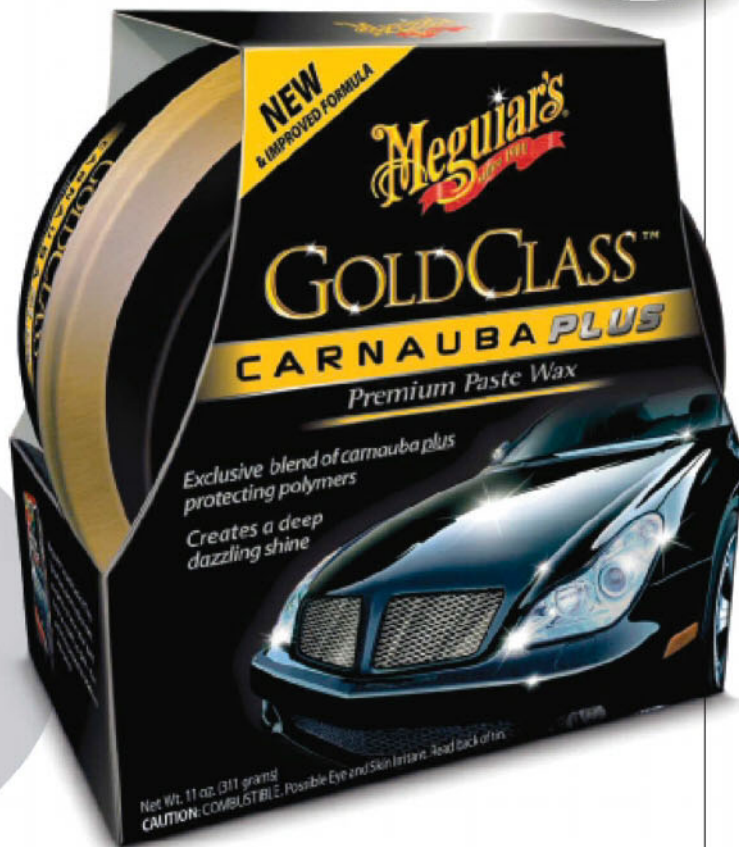
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DRIFTLAND FORD DAY

We head to Driftland as the new venue hosts its very first 'Ford Day' celebrating all things Blue Oval...

Driftland may not be a venue you're overly familiar with, but in just over a year of operation it's gone from strength to strength and is now a venue that's cropping up on everyone's radar. Located just half an hour north of Edinburgh, this small yet action-packed track is the first venue in the UK that has been purpose built with drifting in mind. Drifting, therefore, is the mainstay of the action at the venue, but Driftland has been branching out to include Supercar driving experiences and single-marque shows and events like this one – the annual Ford Day.

What makes this show even better than most static meets is that you can also watch all sorts of track action, and if you've got the balls (and spare tyres) you can even get involved too!

As Driftland has progressed it's even gained cash prizes for the show cars! Several bundles of £100 & £50 gifts were handed out to some very pleasantly surprised show winners in each category! Now if ever there was a cherry on top of a good show free money to show winners has to be it! No wonder this place is becoming more and more popular with drifters and and show-goers alike.



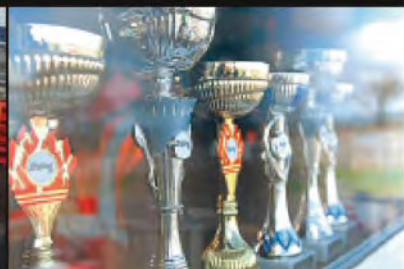
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Funky Mk1 Fiesta looked cool in the show arena



Tiger striped Orion was a blast from the past





"Thoughts of a hardcore track toy became the new plan"

ALASTAIR 'MILLSY' MILLER ESCORT COSWORTH

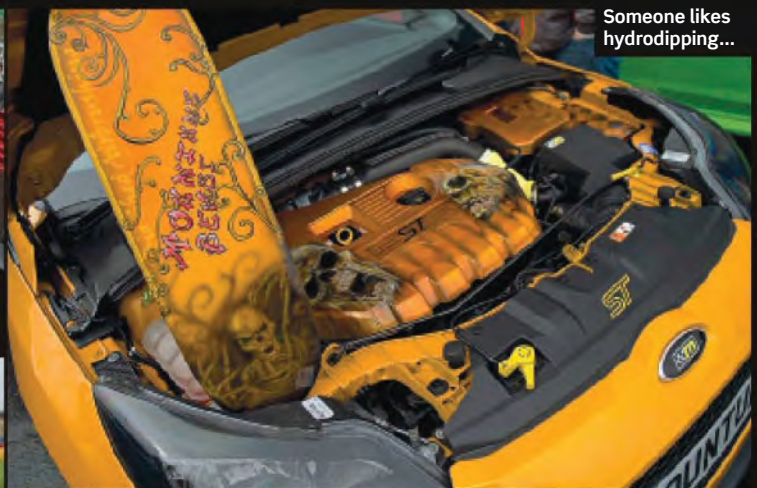
If there was one car which summed up this meet, this has to be it! Millsy has long been into his fast Fords, and in the past year drifting too with a BMW. The Escos was a long term project built over six years, which originally started out as being intended for the road. A fire early on in the project destroying much of the back end changed matters though. Thoughts of a hardcore track toy became the new plan, and actually it still is, although outright drift spec is becoming more and more the main focus of this build. Since we spoke to Millsy he's swapped the old slack viscous LSD for a welded diff, and even modified the front hubs for more steering angle. Plus he's even been involved in the recent GFH street legal drift competition! Full feature on this beast coming soon...

QUICK SPEC

Converted to RWD, T34 turbo, grey injectors, full rollcage, track spec prep



Trusty YB provides enough grunt to keep the rears spinning!



Someone likes hydrodipping...



The gas man even joined the fun... sadly he didn't join the drifters on track...





You don't see many modified Orions these days!



Sideways Saph shot is a common sight at Driftland



Oooh, cheeky!



"Allan's Focus RS has become a popular sight in the Scottish show scene"





Ford Day was open to all fast Fords, not just drifters



Keeping the RS in this stunning condition definitely keeps Allan occupied



ALLAN LEWIS FOCUS RS

Allan's Focus RS has become a popular sight in the Scottish show scene. Memorable not just because of his astounding attention to detail, or the van, trailer and gazebo combo that all come along with the car to each event, but instead it's the final results that shine well beyond that of a typically well-kept example. After being diagnosed with cancer, Allan's dad bought him this car to keep him occupied; and a combination of thrashing and subsequent detailing and show winning is hopefully doing the trick. So on behalf of all the staff and readers of *Fast Ford* we wish Allan all the best!

QUICK SPEC
Collins Performance map, super clean!

BARRY EWING ESCORT MEXICO

There were a few Mk2 Escorts out on track, but this one with its high spec YB power was our choice pick. Unbelievably this is Barry's first ever attempt at such a build. He basically just got stuck in at the deep end with a MIG welder and a lot of inspiration from his dad, who knows more than a thing or two about building a sorted Escort. Originally a 1600 Mexico, the project went way beyond standard resto and well into Group 4-spec machine! Now with a forged YB running a GT30-76 turbo and 1000cc injectors on DTA management it's bound to be a handful. And luckily enough the crowd at Driftland were able to witness both the car and driver's first drift attempt on track too!

QUICK SPEC

Full Group 4-spec, GT30-76 turbo, 1000cc injectors, Tremec TKO600 gearbox

"The project went way beyond standard resto..."





Fully forged YB has been treated to a GT30-76 turbo!



THE AWARDS



OUTRAGEOUSLY CLEAN Allan Lewis, Focus RS



BEST FAST FORD Stuart Robertson, Escort RS Cosworth



BEST CLASSIC FORD Ryan Brown, Mk2 Fiesta



CAR OF THE SHOW Matthew Cochrane, P100 Cosworth



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Escort Mk1

GAZ Gold Coilovers for Escort Mk1 now come with the option of **Brand New Steel Stub Axles** already welded into position. No need to supply donor stubs!

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CARS FOR SALE

ANGLIA

105E DELUXE



1965, 38,000 miles, £6,500. Original bill of sale, 3 owners, Restored/Resprayed in 2012, re-chromed bumpers, superb interior, new carpets/battery, still has original jacking points, MoT till July 2016. Kent. 01622 861349

CAPRI

CAPRI 1600 LASER



1986, £2,250. Automatic. MoT April 2016. 1,400 miles last 9 years. Recovered Ghia interior. Sportex exhaust inc four branch manifold. Bodywork good for year. Norfolk. 01502 731626

CAPRI 2.8 INJECTION



1983, £5,500 ono. Graphite grey. 4 speed box and Carla trim (car built in Nov 82 but not registered till Aug 83). The engine and box are also in excellent condition covering 120k trim is an a very good condition too. Car as 9 months MoT. Willing to swap/px. Lancashire. 07479 938819 (HP)

CAPRI LASER 2 LITRE



1986, 93,400 miles, £2,350. Always garaged. Full MoT. 07840 783722

CORSAIR

CORSAIR



1965, 47,041 miles, £POA. The sills are all original + the suspension strut tops, doors etc. I have kept all the receipts for items I have spent on the car in a folder + photos of how the car looked when I first bought it. The car has been converted to negative earth and an alternator fitted + all items are fused. Engine is the original 1500 unit. West Midlands. 07908 642728 (HP)

CORTINA

CORTINA



1976, £7,950. This is believed to be 1 of only 3 in this country. This car is fitted with a 3.0 Ford Essex V6 similar to that in a capri and also comes with a 5 speed manual gearbox. The wheels are believed to be genuine Lotus Cortina wheels. It is a running, driving truck with a new and advisory free MoT that is ready to be enjoyed, but like all classics. Norfolk. 07856 952383 or 01508 49183

CORTINA 1500 SUPER

1964, £5,000. New spax suspension, Lotus steels, double anti roll bar, M16 calipers and vented discs, good car for age, reluctant sale, owned for 24 years. Suffolk. 07563 533150

CORTINA 2.3 GHIA S



1981, 44,000 miles, £3,995. V6 engine. Oyster gold. No MoT. Stored in dry garage. Bodywork very good. The Ghia S is one of the rarest cars left in existence. Cheshire. 07932 910099 (PB)

CORTINA MK2



1969, £2,000 ono. LHD. MoT Nov 2015. Stainless exhaust. Rebuilt steering box. Webasto sunroof. D1 wheels. Good tyres, engine. Smokes-free. Rebuilt original engine with car. Hertfordshire. 01763 281321 / 07989 154191 (PB)

ESCORT

16V 1.6i



1997, 40,000 miles, £650 ono. 16v 1.6i, 5 speed, alloy wheels, excellent condition throughout, 1 previous owner, MoT, serviced, genuine motor, drives beautifully. W Yorkshire. 01924 262517

ESCORT 55D VAN

1999, 89,000 miles, £595. White, London exempt emissions, fitted 'Rhino' roof bars, requires sill welding for MoT hence spares/repair, drives ok, clean little van. Surrey. 01737 769887

ESCORT MK1



1971, £8,495 ono. The car has been imported into the UK by me from the southern hemisphere. All import taxes paid all paperwork complete and with the car. The car is ready to drive away. It comes with a full 12 months UK MoT, it is Taxed. 1300cc crossflow, new distributor, distributor cap, rotor arm, coil lead and HT leads. Lancashire. 07583 440229 (HP)

ESCORT POPULAR

1988, Less than 40,000 miles, £700. All original features. Sold as seen. Brighton. 01273 278003 (JP)

ESCORT SALOON



1996, 67,000 miles, £395 ono. Special Edition 'Masquerade' 1600cc Green. One lady owner from NewMOT 1st Nov 2015. Rear Bumper damaged on near side Starts first time and runs well. Notts. 0115 925 7829 (JW)

ESCORT XR3i CABRIOLET



1992, £2,995. Recently restored in polaris grey in excellent condition with a fully working electric roof and recaro interior. 4x electric windows, electric mohair roof with leather roof protector included, power steering, a full upgrade recaro interior, upgrade cd player with aux/ipod/iphone connectivity, ford 16" alloy wheels, for 3 spoke steering wheel. Yorkshire. 07749 409069 (HP)

FALCON

FALCON



1960, £12,500. Metallic green, wheels by Curtis Speed, de-badged, lowered, new tyres, moon gauges and steering wheel, featured in Rod and Custom (USA). Built in California using a rust free car. Cheshire. 01612 928270

FIESTA

FIESTA 1.1 LX



1991, £125. Complete car plus loads of spares. Brand new tyre, mirror and oil filter. Suffolk. 01986 948120 / 07739 410359

FIESTA POPULAR PLUS 1.1



1989, £800 ono. Great little first car as well as being a good runner, genuine mileage of 64665 with paperwork to back this up and service history. Car has a full 12 month MoT until April 2016. There is abit of rust above the rear drivers side wheel arch and a few car park scratches and dents. Vehicle sold as seen!. Hampshire. 07540 222404 (HP)

XR2i



1990, 115,000 miles, £2,200 ono. The car has a few sensible mods - as you can see it has FOX alloys, is lowered by 35mm, has a Peco back box. Engine is unmodified, with the exception of a cone air filter. Original parts - wheels, parcel shelf, stereo, air box etc. 6 months MoT remaining although no mileage since last one - has been in dry storage since. Somerset. 07772 109417 (HP)

FOCUS

RS FOCUS

3,350 miles, £24,000. 59 plate, white, showroom condition, no time wasters please. Denbighshire. 01824 705463

GRANADA

GRANADA GLX/AUTO 2.0L



1991, 98,161 miles, £1,995. Blue, one family owned before March 15. Garaged, no rust. MoT from March 15. price reflects dent in the door, missing hubcap and light scratches. Non smokers. Oxfordshire. 07907 618759

MONDEO**MONDEO 2.0**

1993, £300. Petrol Ghia 5 Door Hatch. With Alloys-Has had same owner for 20 years. No MoT - Good Runner. Scotland. 01416 396837

ORION**ORION**

1993, £1,950. This car is a rust free car it's like a time warp its been dry stored for 15 years in a garage it's got all the old paper work service history old log book it's a total original car the spare wheel has never been on it there's four brand new tyres on it 12 month MoT. Shropshire. 07799 103060 (HP)

ORION 1.6 GL

1986, 97,000 miles, £1,495. 1986 Ford Orion 1.6 GL. 4 door, Maroon, Grey Trim, 97,000 miles, will come with new MOT, just been serviced, good runner, very clean, On Sorn. Royston. 01763 250377

POPULAR**POPULAR 1200**

1959, 85,000 miles, £8,995. Totally restored to perfection with mechanics, chassis and bodywork all done to the highest standards. This fabulous car was first registered in 1959. It is powered by a completely overhauled Ford Side-Valve 1172 cc, 30 bhp four-cylinder engine. It has a single vacuum-powered wiper, a heater, vinyl trim. A fifties British motoring icon. For more information and images, please head over to www.car-link.co.uk. 01202 481199

PREFECT**PREFECT 107E**

1960, £6,000. Chance to own unique prefect. This is the only remaining authentic Poile 107E. Restored over the last five years, now solid as a rock with new chasis rails, sills, F+R valances and boot floor. New brakes, fuel pipe, battery, tyres, door straps come with police radio and roof box/ Blue light. 01545 590332

SIERRA**SIERRA 4X4 ESTATE 2.0LTR**

1991, £6,500. 4 Electric windows, factory tilt slide sunroof. Central locking headlight wash/wipe. Excellent condition. Year MoT from May 2015. Nr. Tiverton. 01884 861045

SIERRA GHIA

1991, 94,000 miles, £950. 2L Automatic, 12 months MoT, Good solid original condition, interior excellent, all electric's work, runs/drives lovely, the automatic is very smooth. Full DVLA history, genuine car. 07581 680843

THAMES 300E VAN**THAMES 10 CWT VAN**

1949, 44,075 miles, £19,750. Very rare garage find, dry stored 15 years, amazing condition, new battery, coil, leads, plugs, hoses, serviced, now runs great. Surrey. 01306 886808 / 07785 296556 (GB)

THUNDERBIRD**THUNDERBIRD**

1991, £1,295. 2 door coupe LHD 3.8 litre V6 rear wheel drive. H reg (1991). In arctic white with blue flash. Blue half leather interior and blue headlining. Engine runs really well and auto box changes fine. It is fitted full stainless steel exhaust systems and has an expensive set of mono 7 spoke alloys and decent tyres all round. West Midlands. 02476 160817 or 07951 361719 (HP)

VEHICLES WANTED**CONSUL CLASSIC**

1960, Wanted. Looking to purchase A1 condition 4 door. Yorkshire. 01677 450553 (PB)

FORD CAPRI, CORTINA OR SIERRA

Wanted. Any Model Considered Would prefer a runner or a Light restoration project. Midlands. 07956 296418

PARTS FOR SALE**1.5 TON ENGINE LIFTING CRANE**

£800 or split. Professional low profile, brand new, never used, bought from C J Autos Ltd, classic car sold due to ill health. Also air over hydraulic lift, 2,500 kg, both new. Cost £1,349 accept £800 or split. Yorkshire. 0113 2362257 or 07548 210711

FORD RS2000 MK2

£1,650. In stunning condition very rare items, old school classic. No longer available from ford. 07867 840819

MK5 ESCORT RS2000 RECARO INTERIOR

£875. In grey and very rare item, this interior comes with 4 headrests door cards, rear seats, with rear armrest, in mint condition no wear on any of the bolsters no burn marks. This interior is in storage and would be ideal for any project or up grade. Please note no offers or no time wasters serious inquiries only. West Midlands. 07879 215057

MODEL 'B' CHASSIS

£5,500. Made by Chris Boyle at Rodline. Unused 1972 Corvette 350 V8 auto or 1950 8BA flathead V8, manual box. 1974 Ford Torino rear axle and prop shaft. Devon. 07975 752170 (PB)

MONDEO ST 24

£100. Wheels, turbine spokes with lock nuts and 2 keys. Suffolk. 01284 764286

MOTORCRAFT WATER PUMPS

£30. Genuine new/old stock. EPW 40. Orion/Escort/Fiesta. £30. EPW 79 5028472. Escort/Orion. £30. EPW 67 5013867. Capri/Sierra. £30. Bristol. 07855 376107 (PB)

VAUXHALL FRONTERA / FORD CAPRI

1996, £POA. 2 front wings and plastic inserts in very good condition, £30. Tailgate for Mk II Capri, no glass, in very good condition, £20. With rear spoiler. Various other items. Call for details. West Yorkshire. 07808 887093 (PB)

PARTS WANTED**FORD FIESTA**

Wanted. CVT gearbox wanted for 1.3 LXi Fiesta. Will buy wholecar if needed. For working gearbox. London. 020 8361 8154 / 07999 835380 (JP)

FORD FIESTA GEARBOX

1995, Wanted. Must be CVT automatic for 1.3 LXi. Will buy whole car if needed. 020 8361 8154 (RB)

TOWBAR

Wanted. For Mk3 Fiesta. Must be excellent condition. No scrap please. London. 020 8361 8154 (PB)

MISCELLANEOUS**AUSTIN J40 PEDAL CAR**

1950, £3,250 ono. This car has been professionally restored regardless of cost. A lovely usable investment. Shropshire. 01746 765134

BRADBURY

£400. Four post vehicle hoist, type used in MoT stations. Yellow posts, good working order, 3 phase motor. Not in use at the moment, as no room to use it. Durham. 07907 598125

REGISTRATION NUMBER

£350 inc Transfer. Private Reg no. N13 BAF. on Retention. 01530 460573

WANTED NDRC

1970s-80s, £POA. Orange marshalls coat/jacket/t-shirt etc. Also other club items wanted. Send details to Steve Warner. Northants. 01933 650742 (JP)

MISCELLANEOUS FOR SALE**AUTOJUMBLE**

£125. Several boxes. Items for autojumble. Tools, lights, gauges, books. House move sale. Dorset. 01202 748128

KEY FOBS

£POA. Old some enamel Castrol, Regent, PO Shipping, Lister, Weatherall tractors Benford, Consul, Ford pin badges, JCB, New Holland, Bamford, Esso, Jet, Shell, Old Riley bonnet bidge. Devon. 01884 35825

REGISTRATION PLATE

£2,200. M1 FPH. On retention. Fee been paid. Ready to transfer. Would consider nearest offer over £2,000 or exchange for similar value item or very good motorbike. Gwynedd. 01286 880004 (PB)

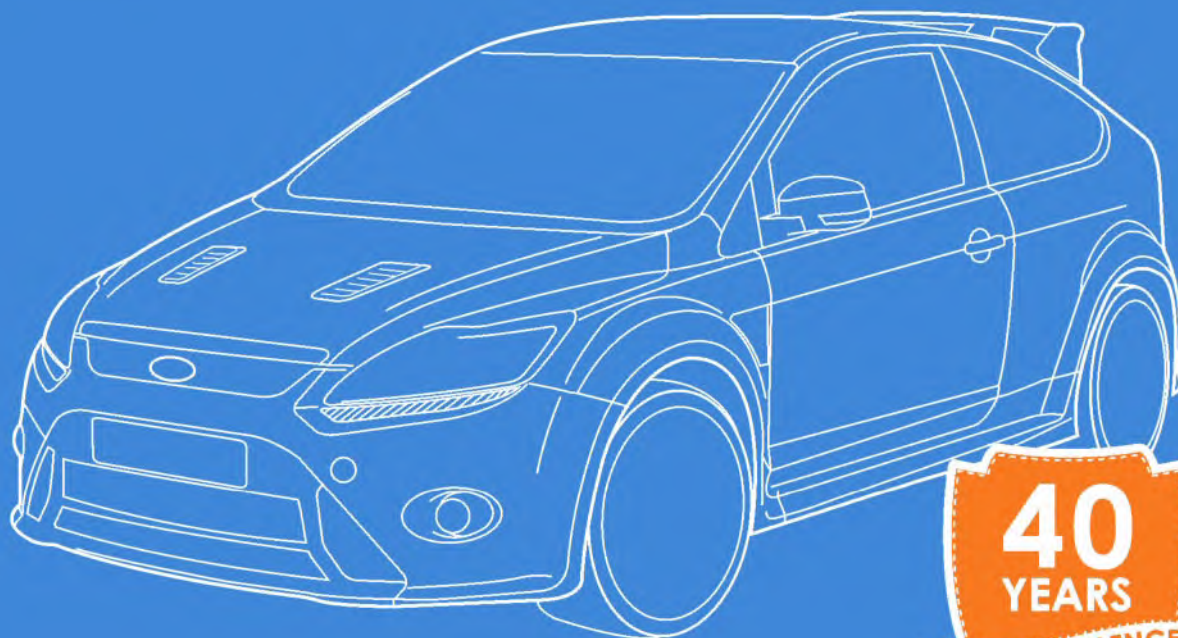
LITERATURE AND INFORMATION**CLASSIC CAR MAGAZINES**

£25 ono. Many, various. Motor Mart, Practical Classics, etc. Ideal for collector. Carmarthenshire. 07974 609857 (RB)

HAND BOOK

£POA. Ford Cortina hand books. Surrey. 020 8641 4238

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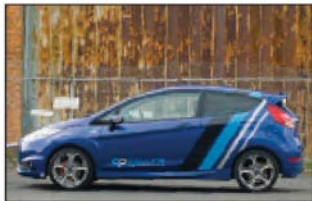
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SUMMER 2015 IN THIS ISSUE



FOCUS ST 16

Sorted 340bhp Focus with OEM-plus styling upgrades.



DRIVEN: FIESTA ST 24

We get behind the wheel of the CP3 Fiesta ST!



COSSIE FIESTA 30

Insane 543bhp, JWRC-kitted, Cossie-powered 4x4 Mk6!



RS CROFT 40

Full report from the Durham and Derbyshire RSOC event...



S1 RS TURBO 48

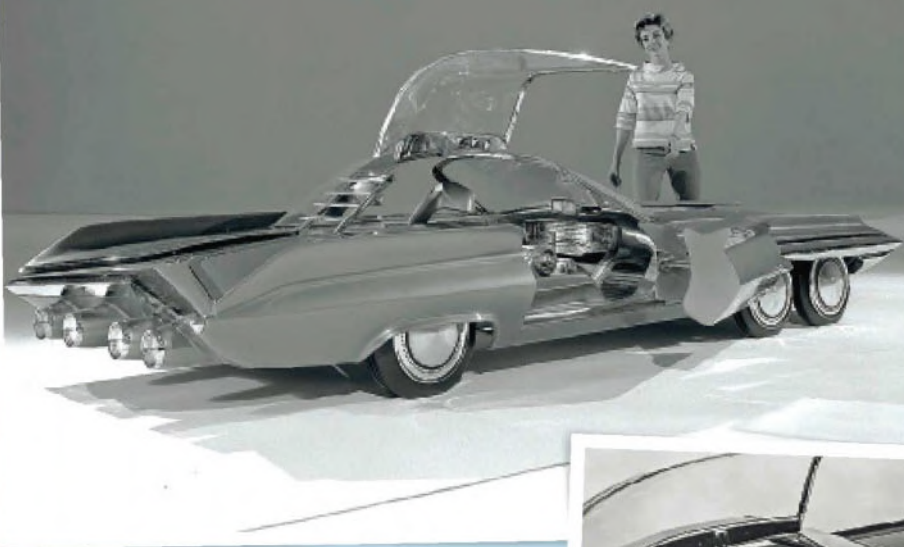
Super clean S1 RST complete with 1.9 CVH and smooth bay!



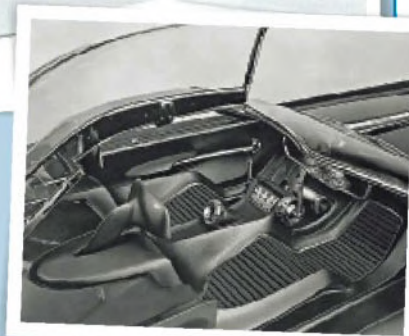
4X4 THREE-DOOR 74

Cossie-converted Sierra packing 4x4 levels of grip!

The Seattle-ite XXI featured six wheels and a nuclear power source!



FORDS YOU NEVER KNEW EXISTED



#70 FORD SEATTLE-ITE XXI

There's not than many cars that have ever seen four front wheels. We can only think of the odd-looking Tyrell F1 car (the P34) from the mid-70s, and Lady Penelope's fictitious Rolls Royce as driven by a big-nose puppet! But they weren't the only six-wheeler cars – Ford had a go at building one too, and here is their attempt – the Seattle-ite XXI.

Well, actually that's a bit of a lie. As with the pink Rolls, the Seattle-ite XXI was nothing more than a mere model used to showcase what Fords of the future could look like. Incidentally, for the 2004 *Thunderbirds* film there was a real-life, fully operational, six-wheeler built, but not by Rolls Royce...by Ford!

Intended to be shown to the rest of the world at the Seattle Century 21 Expo in 1963 (hence

the name!) the Seattle-ite XXI was a forward-thinking concept that would show what engineers at the time thought we would all be driving around in today. And in many ways it's a shame that they didn't catch on. For example the Seattle-ite's front end, complete with those four steering wheels, was completely detachable from the passenger compartment of the car. The idea was that a less powerful and more economical drive unit could be fitted for the daily duties around driving around town and in urban areas, and then the whole thing could be swapped for a 400bhp (or more!) power unit for when you wanted to blast across country!

Fair enough, the nuclear power capsules that were intended to supply all this horsepower might not have caught on so well, but you can't deny that the idea of

having a complete 'power unit' that you can simply swap over whenever you like is appealing. It would certainly take some of the compromise out of owning a modified car that's for sure!

The nuclear powerplant wasn't the only futuristic feature of the Seattle-ite that we don't think would have worked in the 21st century. For example, despite having so many wheels on the outside, the Seattle-ite didn't actually have a steering wheel on the inside! Instead a weird fingertip-controlled dial was used to control its direction!

However, the Seattle-ite did include some features that could have worked in tomorrow's world. Things like the variable density glass, which works like the filters professional photographers use, would have all but eliminated glare in the cabin, regardless of the sun's position. The viewing screen mounted in the dash, which displayed travel information, ETA, weather info, and a rolling map (much like a modern sat nav) was pretty cool for 1963 too!

Unsurprisingly the idea of nuclear powered cars never really caught on, so the Seattle-ite XXI was never anything more than a concept vehicle...

It was radical, but the Seattle-ite featured many ideas that would work in today's cars



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